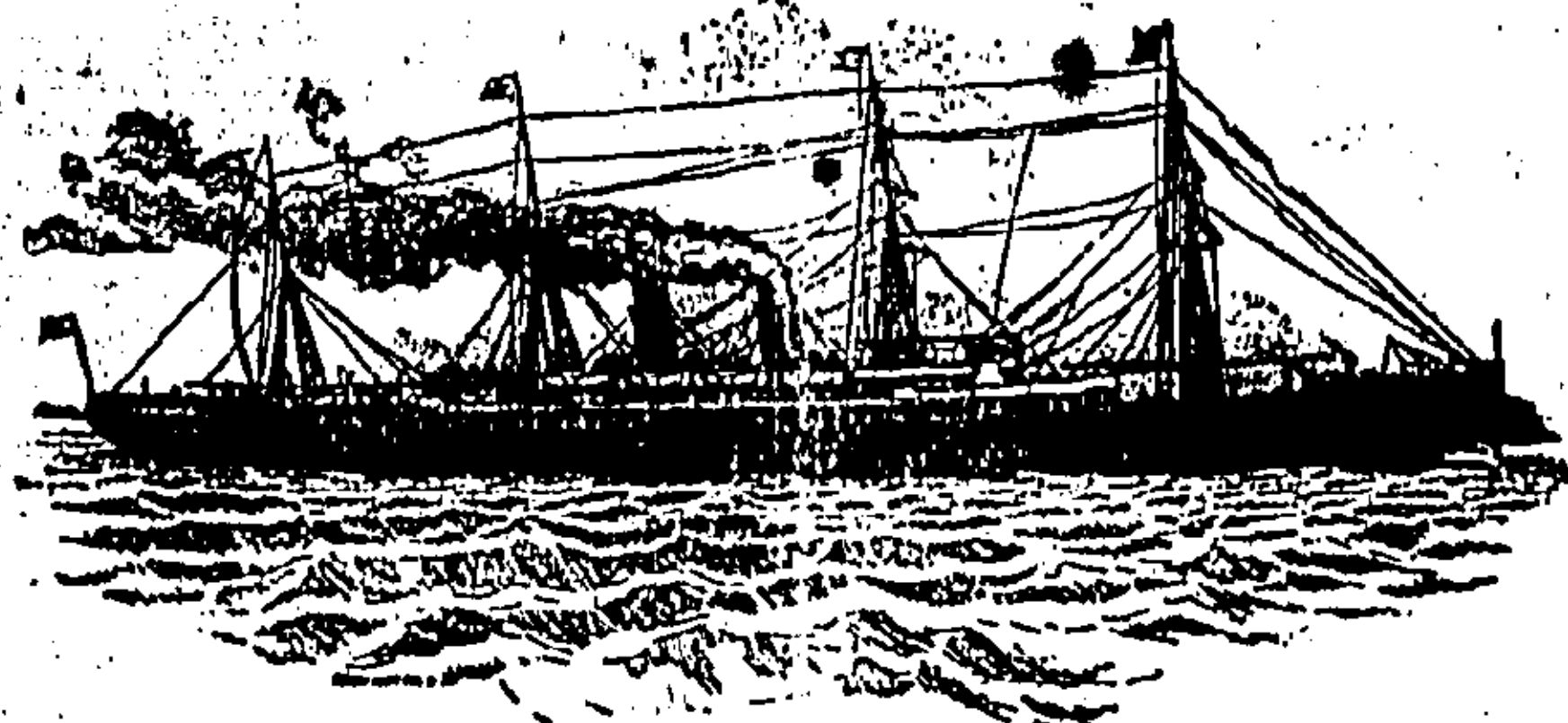


Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE:

PROPOSED SAILINGS FROM HONGKONG.

"COPTIC"	4,352 Gross Tons.	WEDNESDAY, 3rd August, at Daylight.
"KOREA"	11,276 "	SATURDAY, 13th August, at Noon.
"GAELIC"	4,205 "	TUESDAY, 23rd August, at Noon.
"MONGOLIA"	13,639 "	SATURDAY, 3rd September, at Noon.
"CHINA"	5,060 "	THURSDAY, 15th September, at Noon.
"DOBO"	4,784 "	TUESDAY, 27th September, at Noon.
"SIBERIA"	11,284 "	SATURDAY, 8th October, at Noon.
"AMERICA MARU"	6,300 "	

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1903; 10 days, 15 hours.

THE O. & O. Steamship "COPTIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on WEDNESDAY, 3rd August, at Daylight, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (first class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Alaska and the Indian Cities of the United States, via Overland Railway, to Havana, Trinidad, and other ports in the West Indies, Central and South America, by the Company's and connecting Steamers.

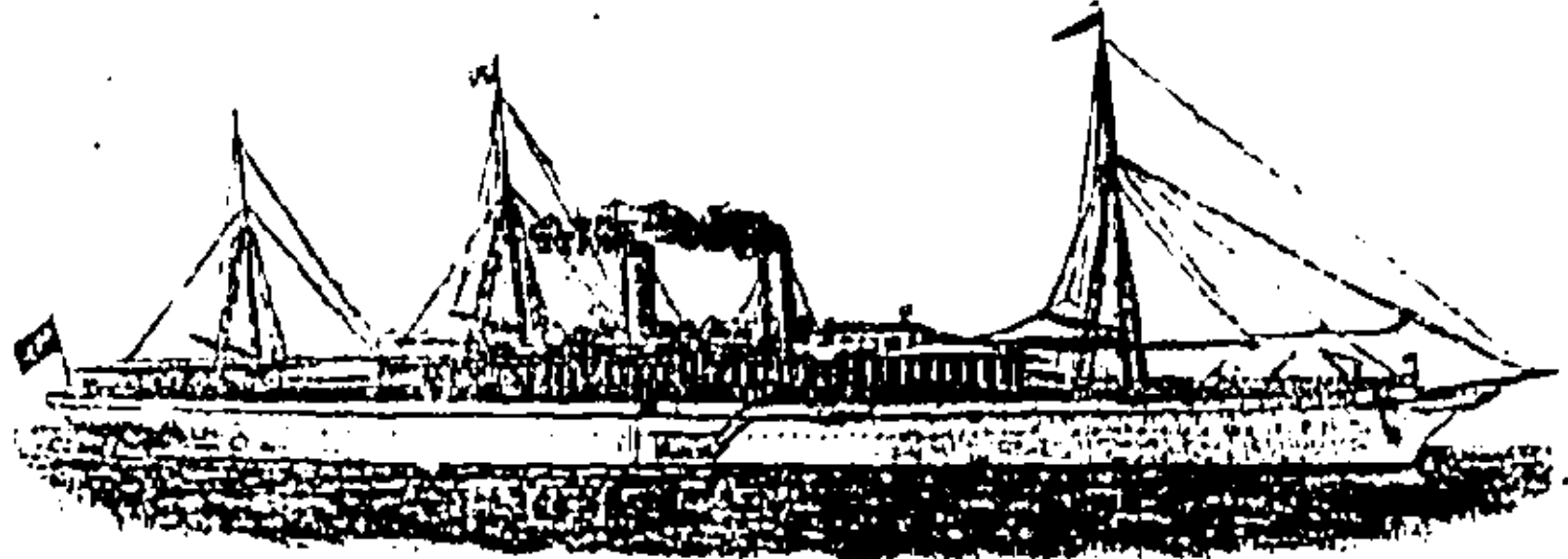
FEATURES OF THIS LINE.

The largest and steadiest and fastest passenger ships on the Pacific. Southern Route; passengers enjoy outdoors throughout: deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific. Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 21st July, 1904.

E. W. TILDEN, Agent.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
SAFETY. SPEED. PUNCTUALITY.

"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.
PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPRESS OF CHINA"	6,000 Tons.	WEDNESDAY, 3rd August.
"TARTAR"	4,425 "	WEDNESDAY, 10th August.
"EMPRESS OF INDIA"	6,000 "	WEDNESDAY, 24th August.
"EMPRESS OF JAPAN"	6,000 "	WEDNESDAY, 21st September.
"ATHENIAN"	2,440 "	WEDNESDAY, 5th October.
"EMPRESS OF CHINA"	6,000 "	WEDNESDAY, 19th October.

Hongkong to London, 1st Class, via St. Lawrence £6a. Via New York £6a.
Hongkong to London, Intermediate and 2nd Class, £4a.

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of the Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

D. W. CRADDOCK, Acting General Agent,
9, Pedder's Street.

Hongkong, 20th July, 1904.

HAMBURG-AMERIKA LINIE.
OSTASIATISCHER FRAOHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	
C. FERD. LAEISZ von Hoff	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	31st July.	Freight.
BADENIA Roerdan	HAVRE, BREMEN and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	18th August.	Freight.
SPEZIA (HAMBURG) Mittel	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	25th August.	Freight.
ANDALUSIA Filler	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	5th Sept.	Freight.
SCANDIA (KONIGSBERG) Behrens	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	20th Sept.	Freight and Passengers.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings.

Hongkong, 15th July, 1904.

TSU FAN
DENTIST.

PRICE MODERATE—CONSULTATION FREE.
Next to the Hongkong Dispensary,
50, Queen's Road, Central.
Hongkong, 5th January, 1904.

THE AMERICAN SYSTEM
OF
DENTISTRY.

M. H. CHAUN, D. D. S.,
37, DES VŒUX ROAD CENTRAL, HONGKONG.
From the University of Pennsylvania, U.S.A.
Hongkong, 4th June, 1904.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM"	2,363 tons.	Captain R. D. Thomas.
"POWAN"	2,138 "	G. F. Morrison, R.N.R.
"FATSHAN"	2,160 "	W. A. Valentine.
"HANKOW"	3,073 "	B. Branch.
"KINSHAN"	2,800 "	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 5.30 P.M. and 9 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M., 2.30 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN"	1,998 tons.	Captain H. D. Jones.
------------------------	-------------	----------------------

Departures from Hongkong to Macao every Tuesday, Thursday and Saturday at about 2 P.M. During the summer months the time of leaving fluctuates to suit the tide at Macao. For further particulars see special time-table.

Departures on Sundays at Noon.

Departures from Macao to Hongkong every Tuesday, Thursday and Saturday at about 7.30 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN"	2,170 tons.	Captain T. Hamlin.
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This steamer leaves Canton for Hongkong every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Hongkong for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD.; THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM"	388 tons.	Captain J. Willox.
"NANNING"	359 "	C. Butchart.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at about 8 a.m. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.
Hongkong, 13th June, 1904.

Intimations.

PORTRAITS, GROUPS, ENLARGING, AND
COPYING IN ALL SIZES.

AMATEUR WORK GIVEN SPECIAL
ATTENTION.

FULL LINE OF SUPPLIES
ALWAYS IN STOCK.

ORIENTAL

COSTUMES AND

FANCY DRAPERIES

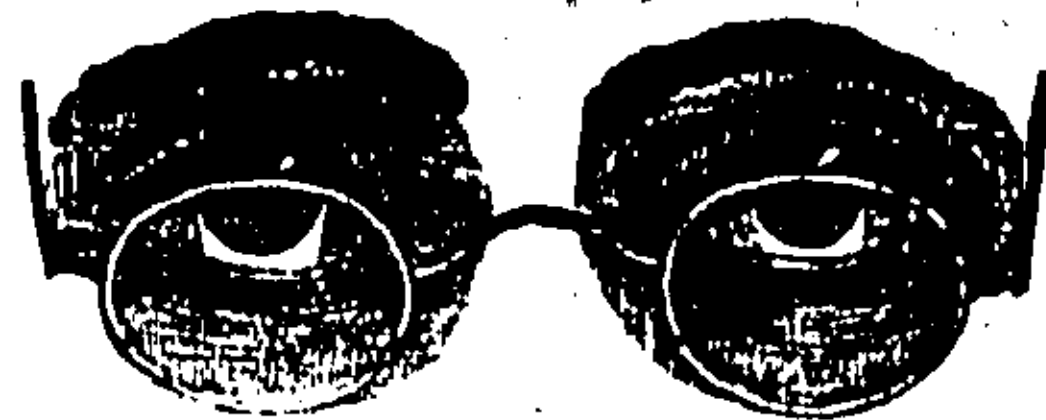
FURNISHED.

WORK GUARANTEED TO BE

THE BEST IN THE COLONY.

LADIES' SPECIAL TOILET ROOM.

40) PATRONAGE RESPECTFULLY SOLICITED.



IF YOU HAVE A HEADACHE, DON'T TAKE DRUGS UNTIL YOU HAVE HAD YOUR EYES
TESTED, FREE OF CHARGE, AT THE OFFICE OF

N. LAZARUS,
16, QUEEN'S ROAD, CENTRAL.

DEFECTIVE Vision and Eyestrain cause many Nerve Troubles, needing only proper
Glasses to Correct and Cure.
Prescription lenses ground on the premises. All work guaranteed.
Sun Glasses are restful and give the effect of coolness.
Prices from \$2.00.

Hongkong, 1st June, 1904.

A. S. TUXFORD, Manager.

TUBORG BEER.

A FIRST CLASS PILSENER BEER
guaranteed free from Salicylic Acid,
and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts).
or 6 doz. pints.

Special Prices for Quantities.
Sole Agents—
SIEMSEN & CO.
Hongkong, 10th January, 1904.

1785

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS.

16, DES VŒUX ROAD CENTRAL,
HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE

COMPOSITION RED HAND

BRAND, HARTMANN'S GREY PAINT,

DAIMLER'S PATENT MOTOR

LAUNCHES.

&c. &c. &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM

and

P. & O. SPECIAL LIQUOR SCOTCH

WHISKY, &c.

EVERY KIND OF

SHIPS STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES

Hongkong, 15th December, 1903.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWEL
LERS AND WATCHMAKERS.

EASTMAN'S

KODAKS and FILMS.
Sole Agents for "OMEGA" WATCHES.
"OMEGA" is the best, "THREE YEARS"

guarantee given to every purchaser.

40, QUEEN'S ROAD,

Wingman's Building.

501

THE HONGKONG

STUDIO,

HIGHER CLASS PHOTOGRAPHER,
41 & 43, QUEEN'S ROAD CENTRAL,
TOP FLOOR.

PORTRAITS, GROUPS and ENLA-
GING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS, ALWAYS
ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1903.

11

J. MEE CHEUNG,

PHOTOGRAPHER,

1st FLOOR OF ICE HOUSE, 11

Ice House Road.

I am in a position, in his New and Com-
modious Premises, to eclipse, as heretofore,
ALL PHOTOGRAPHIC ART PRACTICED
in the Colony or in any part of the Far East.

GROUPS AND VIEWS

a speciality.

Hongkong, 11th September, 1904.

1784

Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of
entrance, top 95 ft.; bottom 75 ft.
Water on blocks, 27.5 ft. Time to
pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of
entrance, top 80.5 ft.; bottom 45.8
ft. Water on blocks, 26.5 ft. Time
to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of
Captains and Engineers is respectfully called to the advantages offered for Dock-
ing and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work,
and a large stock of material is always at hand, (plates and angles all being tested by
Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of
Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable
of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge
Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be
guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that
of any port in the world.

Telephone: Works, No. 506; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[595]

CHAZALON & CO.,

WINE AND SPIRIT MERCHANTS,
AND

GENERAL STOREKEEPERS,

(SUCCESSORS TO G. GIRAULT)

6, QUEEN'S ROAD CENTRAL.

WE beg to inform the Hongkong public that we have just received by the
French Mail Steamer "Oceanien"

THE FOLLOWING GOODS:—

FLAT CHEESES (quality Crème à la Crème) \$0.80 per lb.

EYSSEN CHEESE in Tins 0.75 the tin.

GOUDA CHEESE (Edam) 1.60 each.

We specially recommend these products to our clients as they are of the first quality.

We have also received PRESERVED FRUITS of the finest brands.

STRAWBERRIES in JUICE.....Per Bottle \$1.50

CHERRIES " " " " " 1.50

ASSORTED FRUIT " " " " " 1.50

CHERRIES in BRANDY....." " " " " 1.75

APRICOTS " " " " " 1.75

PLUMS " " " " " 1.75

CRYSTALLIZED FRUIT of the First Quality at \$1.50 the Box of 1 lb.

We specially recommend the above to amateurs and connoisseurs.

Messrs. CHAZALON & Co. are renowned for the excellence of the Goods they offer
to the public and the firm defies competition either in quality or price.

We also desire to inform the public that we have just received a consignment of
WINE in Barrels which we are able to offer at the exceedingly low price of \$45 per Cask
of 210 litres.

In a few days we shall have on sale a special preparation for mixing with a Wine that
is clouded in the cask so that it becomes perfectly clear when bottled.

Hongkong, 16th July, 1904.

[707]

NOTICE.

THE Public are hereby informed that no
change has been made in the Rates of
Subscription to the Hongkong Telegraph and
they are warned against paying more than
TEN CENTS (10 cts.) per Single Copy.

THE MANAGER,

Hongkong Telegraph Co., Ltd.

Hongkong, 30th September, 1903.

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

In Casks of 37½ lbs. net \$4.75 ex Factory.

In Bags of 25 lbs. net \$2.85 ex Factory.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 15th August, 1903.

[781]

Hotels.

THE CONNAUGHT HOUSE,
QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL
OFFICES. EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.
Hot and Cold Water throughout. Special Rates for Tourists.
Launch Service for Guests.

For Terms, apply to

THE MANAGER,

Hongkong, 1st November, 1902.

[30]

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

Entertainments.

HONGKONG VOLUNTEER CORPS.

A PROMENADE CONCERT will be given on the VOLUNTEER PARADE GROUND, TO-MORROW NIGHT, (WEDNESDAY), July 27th, 1904, at 9 P.M.

Tickets, 1/6 and 3/6, may be obtained from Messrs. Kelly and Walsh or Volunteer Headquarters.

If wet the Concert will be held in the CITY HALL.

Hongkong, 26th July, 1904. [859]

THE GREAT SENSATION AND ATTRACTION IN THE EAST.

NEVER SEEN IN HONGKONG BEFORE.

SIMONS' GRAND PANOPTICON, DIORAMA, CYCLOPAMA AND WAXWORKS EXHIBITION.

Des Vaux Road, opposite Central Market.

TO-NIGHT! TO-NIGHT!! TO-NIGHT!!!

FROM 6 P.M. TO 11 P.M.

Every day from 9 to 12 a.m. and from 5 to 11 p.m.

COME AND SEE THIS UNIQUE AND INTERESTING EXHIBITION.

THE PANOPTICON M.

A Grand, Marvellous, Magnificent and Extraordinary Show.

ALL LIFE SIZE AND MOVING WAX FIGURES, Made by the Cleverest and Best Artists of Europe.

Price of Admission 50 Cents.

Children 30 "

Soldiers and Sailors in uniform 30 "

A. W. SIMONS, Sole Manager.

Hongkong, 23rd July, 1904. [869]

Notices of Firms.

A. S. WATSON & CO., LIMITED.

MR. ALFRED HENRY MANCILL has this day been appointed AGENT for the GENERAL MANAGERS of the Company, and in that capacity will reside in Shanghai, with general charge of the Company's interests at Shanghai, Hankow, Tientsin and in North China.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 1st July, 1904. [791]

A. S. WATSON & CO., LIMITED.

MR. JOHN ARTHUR TARRANT has this day been appointed ACTING SECRETARY of the Company.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 1st July, 1904. [792]

For Sale.

FOR SALE.

NOS. 1, 2 or 3, STEWART TERRACE, THE PEAK.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 26th May, 1904. [641]

FOR SALE.

ONE ICE-MAKING MACHINE with GAS ENGINE complete.

For full Particulars, apply to

HUGHES & HOUGH, 8, Des Vaux Road.

Hongkong, 27th June, 1904. [769]

FOR SALE.

INCANDESCENT GASOLINE LAMPS

OF ALL DESCRIPTIONS, from the best makers.

INCANDESCENT MANTLES,

CHIMNEYS, GLOBES, SHADES, &c., for

GASOLINE AND GAS LAMPS

at the most moderate prices.

Lamps fixed up for Buyers free of charge.

Naphtha of the best kind kept in stock.

TAI KOWNG CO.,

56, Lyndhurst Terrace.

Hongkong, 2nd May, 1904. [31]

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superiorress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1892.

Intimations.

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LIMITED.

AN INTERIM DIVIDEND of Six Dollars per Share for six months ending June 30th, 1904, will be payable on the 27th instant, on which date DIVIDEND WARRANTS may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from the 21st to the 27th instant, (both days inclusive).

By Order of the Board of Directors, A. SHELTON HOOPER, Secretary.

Hongkong, 12th July, 1904. [830]

THE WEST POINT BUILDING COMPANY, LIMITED.

AN INTERIM DIVIDEND of One Dollar and a Half per Share for six months ending 30th June, 1904, will be payable on the 27th instant, on which date DIVIDEND WARRANTS may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from the 21st to the 27th instant, (both days inclusive).

By Order of the Board of Directors, A. SHELTON HOOPER, Secretary to the Hongkong Land Investment and Agency Co., Ltd.

General Agents for the West Point Building Co., Ltd.

Hongkong, 12th July, 1904. [831]

HONGKONG ICE COMPANY, LIMITED.

NOTICE.

IN accordance with the Provisions of No. 104 of the Articles of Association the General Managers have this day declared an INTERIM DIVIDEND for the half-year ended 30th June, 1904, of FOUR DOLLARS PER SHARE.

DIVIDEND WARRANTS may be obtained on application at the Office of the Company on and after TUESDAY, the 2nd August.

The TRANSFER BOOKS of the Company will be CLOSED from the 23rd to 31st inst., both days inclusive.

JARDINE, MATHESON & Co., General Managers.

Hongkong, 19th July, 1904. [836]

A. S. WATSON & CO., LIMITED.

ISSUE of 30,000 NEW SHARES of \$10 EACH.

PURSUANT to Resolution the General Managers of A. S. WATSON & Company, Limited, hereby invite applications from the Shareholders of the Company for the issue of 30,000 new shares of \$10 each at a Premium of 10 per cent. or \$11 a share.

Each registered shareholder on the 28th day of September, 1904, applying for the New Issue will be entitled to one share for every 10 shares registered in his name. Shares not applied for by those entitled to apply will be dealt with by the General Managers in accordance with Article 40 of the Company's Articles of Association.

Applications for Shares in the New Issue will be received by the Hongkong and Shanghai Banking Corporation in Hongkong from the 28th September, 1904, to the 30th September, 1904, both days inclusive, and the whole amount of \$11 per share will be payable on application.

The TRANSFER BOOKS of the Company will be CLOSED from the 28th September, 1904, to the 8th October, 1904, both days inclusive.

The present paid-up Capital of the Company is \$500,000, divided into 50,000 shares of \$10 each, and the New Issue is required to increase the Capital of the Company to \$500,000 divided into 50,000 shares of \$10 each.

The whole of the premium received from the New Issue will be placed to the Credit of the Permanent Reserve Fund.

The New Issue will rank for Dividend for the three months ending 31st December, 1904, payable in May, 1905.

Forms of application for the New Issue can be obtained at the Company's Offices in Alexandra Buildings or at the Hongkong and Shanghai Banking Corporation in Hongkong, Shanghai, and London.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 22nd June, 1904. [754]

NOTICE IS HEREBY GIVEN that it

has been ascertained that a quantity of FLOUR of Inferior Quality to the Flour Manufactured by the STOCKTON MILLING COMPANY, of San Francisco, California, and known as the "CROWN" Brand, has been improperly packed by certain Flour Dealers in bags which bear upon them the "CROWN" Trade Mark of the Stockton Milling Company, and that such Flour has been passed off to purchasers thereof as the "CROWN" Brand Flour Manufactured by the Stockton Milling Company, which Flour has of late years become well-known on the Hongkong market as Flour of the most superior quality.

Persons purchasing "CROWN" Brand Flour are therefore warned, and requested, to examine all bags supplied to them which purport to contain such flour, and to satisfy themselves that such bags are bags manufactured by, or for the use of, the Stockton Milling Company of San Francisco and have not been re-sewn or otherwise tampered with.

Hongkong, 22nd July, 1904. [867]

ESPECIAL OLD TOM GIN.

Marshall and Elvy's

Hongkong, 22nd July, 1904. [867]

Satinette

DOUBLY DISTILLED

AND OF

MATURED AGE.

TO BE OBTAINED FROM—

THE MUTUAL STORES, Des Vaux Road.

Hongkong, 11th May, 1904. [608]

THE WAR.

THE VLADIVOSTOK SQUADRON.

The following has been received at official quarters in Tokyo:—

According to a Reuter's telegram, Vice-Admiral Skrydloff on the 6th inst. submitted the following telegraphic report to the Tsar:—

The Russian torpedo-boat flotilla and the transport *Lina*, under the command of Captain Baron Lertzen, has made a reconnaissance of the port of Gensan. No Japanese warships were found there, but there were in harbour a Japanese steamer and a sailing-vessel, both of which were destroyed by the Russian torpedo-boats, after their crews had landed. Numerous junks and boats inside the port were also destroyed. Meanwhile the Russian torpedo-boats were fired upon by the Japanese soldiers, who quickly assembled on the hills and in the Japanese settlement, and shots were then exchanged between the opposing parties. The Japanese being finally repulsed. Some barracks on shore were destroyed by the Russian fire. There were no casualties on the Russian side.

As the Vladivostok squadron under the command of Vice-Admiral Bezobrazoff was about to enter the Korean channel on the 1st inst. at 6.20 p.m., a Japanese squadron consisting of seven warships and a few torpedo-boats, appeared in sight, right ahead. The Russian squadron thereupon altered its course and retreated north, followed by the Japanese, who opened fire from a distance of 80 cables. The Russian vessels did not respond. At about 8 p.m. the same day, a Japanese torpedo flotilla consisting of 11 boats closely approached the Russian squadron and discharged their torpedoes, but without result. Vice-Admiral Bezobrazoff states that two of the Japanese torpedo-boats were sunk by Russian fire. On the following morning nothing was to be seen of the enemy. The British steamer *Challenger*, captured in the Japanese Sea, was brought to Vladivostok on the 7th inst. Her cargo consisted of a quantity of sleepers and timber for the Sôul-Fusan Railway. She was on her way from Otaru to Fusan when captured.

THE BELGO-AMERICAN RAILROAD ENTERPRISE.

FROM THE *New York Journal of Commerce.*

The statement has gone around the newspapers of the country that the recognition by the Department of State of the Canton-Hankow Railway as an American enterprise is calculated to increase American influence in and is a notice of "hands off" to Russia.

It happens that nothing could be much farther from the truth. There can be no question that, as originally organized and planned, this enterprise was accepted as evidence that American energy and capital would be freely employed in equipping China with the appliances of modern civilization. The concession was given to Americans on the special ground that it was highly desirable, for the future of China, to enlist in the work of developing the material resources of the empire the aid of a nation which not only had no designs of its own on the territory of China, but which was vitally interested in counteracting the designs of other nations on that territory. Both by the representatives of China and the United States this point was strongly insisted on when the contract was signed with the Brice syndicate in 1898 for the construction of the Canton-Hankow railroad, and that contract expressly guards the nationality of the enterprise against alienation. When General Parsons and his surveying party went over the route to be traversed by the proposed American railroad, the advent of citizens of the United States in the field of Chinese railroad construction was everywhere the subject of congratulation. Mr. Charles Denby, Jr., who accompanied the party as interpreter, said in a magazine article published in 1899, that he would never forget the enthusiasm with which the people and the officials along the line welcomed American co-operation in Chinese railway construction. In the concluding paragraph of his very interesting book "An American Engineer in China" General Parsons says that in the work of regeneration in China the influence of the United States "should be, and for many reasons inevitably will be, a preponderating weight." Thus, he added, following the rule that the world's progress has always been from the rising to the setting sun, "after a lapse of five thousand years, the youngest of the great nations is preparing to pass on, or rather to return, this light to the oldest, whence it started on its 'circum-orbem' journey."

As has already been explained at sufficient length in these columns, the control of the American China Development Company has passed into the hands of a syndicate at the head of which is the King of the Belgians, and the conduct of the first and only work which it has undertaken—the construction of the Canton-Hankow Railway—is supervised not from New York, but from Brussels, the members of the nominally American organization here being merely agents of those higher in authority on the other side of the Atlantic. It does not greatly matter in whose names the stock may stand on the books of the corporation if its real ownership be elsewhere. In these circumstances it is difficult to see how American influence in China is to be promoted, or Chinese apprehensions as to the extension of Russian influence through railroad ownership are to be allayed, by any declaration on the part of our Government that it still regards the American China Development Company as an American corporation, and that this Government alone has the right to deal with diplomatic questions affecting the interests of the company. In point of fact, we can imagine no more fatal blow to American influence than its covert use for the promotion of ends equally foreign to the avowed policy and aims of this Government and to the interests of our commerce in China. In the magazine article already quoted from, Mr. Denby points out that the Chinese negotiated with Belgians for the construction of the railroad from Peking to Hankow, because Belgium was supposed to be

a small country without designs on China, and hence safer to deal with than aggressive colonial Powers, such as France, for example, with whom China was in constant trouble on her southern border. As a matter of fact, however, the ink was not dry on this contract before an official publication by the Minister of Foreign Affairs at Paris congratulated the French people on the success of French diplomacy, and made the following statement: "The result secured is due to the perseverance of French and Belgian manufacturers, actively seconded by their respective governments, and the representatives in China of France and Belgium." Mr. Denby goes on to show how a contract for this line was first offered in 1866 to an American syndicate, which, having gone to the length of sending a survey party over it, dropped it in the face of Belgian competition. The Belgians, backed by France and Russia, eagerly seized it; terms with them were no object. They wished to get the contract into their hands and cut off competition, feeling sure of being able eventually to modify the contract to suit themselves.

It would seem that the history of the Peking-Hankow concession was about to be repeated in that of the Canton-Hankow. The latter contract, which was secured in face of the persistent opposition of the concessionaires of the Northern road, was described by Mr. Denby as "a simple business matter, having no political background." His view of the enterprise was simply this: "It is intended on the part of China to establish means of communication through three rich and prosperous provinces, while it is the purpose of the Americans interested to obtain a profitable investment and to enter an attractive field of industry." Mr. Denby was quite right in his assumption that the undertaking would be favourably regarded in the assumption that "France and Belgium will be less inclined to interfere with it since our little episode with Spain." But, unfortunately, the enterprise did not prove so tempting to American capital as had been anticipated, and, seizing a favourable opportunity, the Belgians accomplished by the simple process of purchasing a controlling interest in the stock of the American China Development Company an apparent right to dispose of the Canton-Hankow concession at their pleasure.

The action of our State Department in regard to the status of the company, which has thus passed into foreign hands, derives new interest from the reported determination of the Chinese Viceroy whose provinces are to be traversed by the railroad to refuse to recognise the validity of the concession in its present hands. Wuchang and Canton appear to have more accurate information on this subject than is obtainable in Washington, and as it happens to be the Chinese authorities who must be the ultimate judge of whether the American concessionaires have lived up to their contract, it is the verdict of the Southern Viceroy that will carry weight in Peking rather than that of our Department of State. Happily, our Government reserved its right to cease its recognition of and assistance to the American China Development Company in case of any change in the organization or conduct of that corporation which may seem to justify such action. Confronted by the proofs on which the Chinese Government bases its attitude toward the concession, the Department of State is not likely to persist in considering the American China Development Company to be in good faith an American company.

The *Times* states that the war is crippling Russian trade. During May, the railways carried 100,000 tons less goods than in May, 1903. There are 60,000 railway and 350,000 factory hands idle in Russia, and the unemployed are increasing at the rate of 3,000 a day.

A BELGIAN has invented a method of sound signalling under water. This signalling can be heard at a distance 80 to 100 kilometres (48 to 60 miles), and it is expected to do much to obviate collisions at sea, or accidents in harbour during foggy weather. It will be possible for two ships to communicate with one another, in a fog, in a snow-storm or when too far apart for the reading of the ordinary ships' code signals. The new invention is shortly to be tried on a line of steamers plying between England and the Continent.

Intimations.

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Hongkong, 15th July, 1904. [840]

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REPORT OF AN EXPERT.

The representative of Messrs. BRATBY and HINCHLIFFE LIMITED, AERATED Water Engineers and Chemists, Manchester, visited our factory recently in the course of a tour amongst Eastern Aerated Water Makers, and was greatly surprised at the compactness of our factory and also the methodical way in which everything pertaining to the making of Aerated Waters was carried out. He also expressed himself strongly on the absolute cleanliness of our whole establishment, which he assured us was equal to any he had yet visited and superior to a great many. He also reported that the quality of our goods was of a first class nature, and they showed that scrupulous care was exercised in the course of their manufacture.

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DR. V. DANENBERG & F. DANENBERG, General Managers.

Hongkong, 20th May, 1904. [677]

Intimations.

MOTHERS SHOULD KNOW.

The troubles with multitudes of girls is a want of proper nourishment and enough of it. Now-a-days they call this condition by the learned name of Anemia. But words change no facts. There are thousands of girls of this kind anywhere between childhood and young ladyhood. Disease finds most of its victims among them. They are too weak and frail to resist. Some of them are passing through the mysterious changes which lead up to maturity and need especial watchfulness and care. Alas, how many break down at this critical period; the story of such losses is the saddest in the history of home. The proper treatment might have saved most of these household treasures, if the mothers had only known of

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No. 66.

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J. HOWELL MAY, Harbour Master.

Approved, R. DE LUCA, Acting Commissioner of Customs.

Custom House, Canton, 20th July, 1904. [863]

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Hongkong, 13th May, 1904. [3]

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Hongkong, 28th May, 1895. [52]

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Hongkong, 9th July, 1904. [818]

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Hongkong, 26th March, 1904. [436]

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Telegram Address: Telephone—No. 358.
MARINEWORK.
Hongkong, 3rd May, 1904.

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Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

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BIRTHS.

On the 10th July, the wife of H. HILTON, Penang, of a daughter.

On the 17th July, at Kiukiang, the wife of R. M. TISMAR, I.M.C., of a son.

On the 19th July, at Foochow, the wife of S. D. S. POWELL, I.M.C., of a son.

MARRIAGE.

On the 21st July, by Sir Pelham L. Warren, K.C.M.G., at the British Consulate, Shanghai, GABRIEL H. J. Shekury, of Shanghai, to BERYL BLANCHE, second daughter of the late William J. Reid, of Melbourne, and of Mrs. E. K. Chandler, of Pootung.

DEATHS.

On the 6th July, at Bishop's House, Sarawak, EMILY HARRIET ROSE, wife of the Bishop of Singapore and Sarawak, aged 63.

On the 14th July, at No. 2, Wilkie Road, Singapore, WILLIAM HENDERSON, of Howarth Erskine Ltd., in his 47th year. Deeply regretted.

On the morning of the 14th July, on board the s.s. *Italy*, at sea, Capt. HENRY SMITH, aged 70 years. English papers please copy.

At 16, Avenue Paul Brunat, Shanghai, on the 20th July, DOROTHY, aged 3 years, youngest daughter of Mr. and Mrs. J. B. Walsh.

On board the steamer *Empress of Japan*, near Nagasaki, on the 17th of July, 1904, DORIS HELEN, aged 11 months and 5 days, daughter of Frederick and Annie Large.

The Hongkong Telegraph

HONGKONG, TUESDAY, JULY 26, 1904.

THE VLADIVOSTOK SQUADRON.

Three months after the outbreak of war, when the *Petropavlosk* had been lost with Makaroff and members of his staff aboard, Admiral Skrydloff looked to the Vladivostok squadron to assert the right of Russia on the sea.

His appointment to the command of the fleet in the Pacific Ocean justified the belief of Russians that he would succeed in restoring to the land of the Tsar the good fortune that had proved false to her aloft and in bringing back to the fleet the prestige of victory.

Although nothing has been heard of his movements for some weeks it may safely be assumed that this determined and clever sailor is responsible for the daring exploits of the Vladivostok squadron which has repeatedly set sail from the northern port and ventured dangerously far into the enemy's base.

It will be remembered that last month the squadron made a singularly risky and successful raid in the Korean Straits, and hearing of its whereabouts in the neighbourhood of Oki Island Admiral Kamimura went out with the main fleet in pursuit.

Heavy rains set in obscuring the view and all hope of sighting the enemy's squadron vanished.

Nothing of any consequence was heard of it until Wednesday last, when our Yokohama correspondent notified us that three Russian warships, probably the *Rossin*, the *Gromboi* and the *Rurik*, had passed the Tsuruga Straits, entered the Hakodate sea and disappeared in the direction of the Yesan sea.

Having sunk the *Takashima Maru*, off Isaya, they appear to have steamed outside of the Japanese coast; for according to his cable of yesterday's date they had got to within three hundred miles of Yokohama.

Here they seem to have been particularly active as, according to our special cables of yesterday's date, the steamer *Knight Commander* was sunk, two Japanese schooners destroyed, the *Tsinan* overhauled, and the *Arabia* and *Calchas* seized and sent to Vladivostok.

This raid is even more daring than the one enacted on the other side of the Japanese Islands and points to the probability of the Russian vessels endeavouring to reach Port Arthur and assist the squadron in a combined attack on the Japanese fleet under Admiral Togo.

In this event Admiral Kamimura will have an opportunity of intercepting the Russians, for although the raiders cannot have failed to perceive how necessary it is for them to avoid rash undertakings in which the ships would only be sacrificed uselessly, Admiral Skrydloff may have determined, in view of the situation at Port Arthur, that the time has arrived to risk everything upon a single great dash in order to win or else succumb with honour for Russia's sake.

In the meantime, it is possible that the squadron may cruise in the Pacific, depending the problematic coming of the Baltic Fleet, said to be due sometime in the autumn, molest westward bound steamers.

This, however, would be attended with numerous risks, as Admiral Kamimura could have vessels waiting off Vladivostok for the Russian's return and despatch others to the Pacific to give battle to the fleet.

LOCAL AND GENERAL.

Four plague cases complete the return issued at noon to-day.

The *Dr. Hans* is expected here in a day or two from the Philippines for repairs by the Dock Co.

Sir Frederick Treves, the famous English surgeon, was the recipient of an honorary degree at the commencement exercises of the University of Pennsylvania on the 13th ult.

The South African *Owl* publishes a letter from a Press correspondent at Tokio stating that the Transvaal Labour Association, being unable to secure sufficient Chinese, has made unsuccessful endeavours to obtain Japanese labourers.

The following is the return of visitors to the City Hall Library and Museum for the week ending 24th July, 1904—

	Library	Museum
Non-Chinese	222	94
Chinese	74	1,595
Total	296	1,689

The Three Dots Secret Society are making themselves a source of danger and trouble in Chauchow and Chanshang, Kwangtung. They rob and compel people to join them. A few hundreds of them massing in a certain market town are out plundering recklessly. Some of the neighbouring villages have already become their prey.

We presume it was on account of yesterday being the anniversary of the patron saint of workers in wood that strings of crackers were exploded near the Hongkong Hotel at short intervals between three and seven o'clock in the morning. It is bad enough to have this sort of 'joss pidgin' in the day time, but when it takes place at such unearthly hours it is too much of a good thing.

The various British, American, and Australian war correspondents in Tokio have published letters warmly thanking the representatives of the Metropolitan Press of Tokio for representing to the Military General Staff that the native correspondents would forego their rights in favour of the foreigners, if it were thought disadvantageous to send so many correspondents into the field.

H.B.M.'s Consul, Newchwang, writing to the Colonial Secretary on 15th inst., states that the ports of Canton, Hongkong, Swatow, Amoy and Foochow have been declared infected and that vessels arriving here from those ports after the 14th instant will be liable to quarantine for ten days counting from the date of departure, after which they will be admitted to pratique unless a suspicious case occurs on board.

It is reported that arrangements have been made by the authorities for the early shipment of very large quantities of ammunition to India, together with ten or a dozen batteries of heavy defence guns for strengthening various defences in the Dependency. The greater part of the material is to be shipped early next month, and at Lord Kitchener's request a number of special officers are going out to superintend the work in hand.

Mr. H. G. Myhre, the Acting Deputy Coast Inspector, Shanghai, has issued the following telegram received from the Commissioner of Customs at Cheloo:—*Kinsing* reports sighted yesterday (19th instant) floating nine with four attached arms Lat. 40° 29' Long. 121° 56' bearing S. 36° W. mag. distant 6 miles from Newchwang Lightship's usual position. *Nanyang* reports yesterday evening (20th instant) passed nine Lat. 39° 11' Long 120° 54'.

LAM FAT and Li Wing, messengers employed at the Naval Yard Depot, were charged this morning before Mr. H. H. J. Gompertz, with forging a cheque for \$20 on the Hongkong and Shanghai Banking Corporation, on the 14th inst.; and further with receiving \$20 cash from that Bank, on the 15th inst. by means of a cheque, well-knowning the same to be forged. The head commander of the Naval Yard Depot, had the charge, and had the defendants arrested. The case was remanded till the 29th inst.

As will be remembered, the gold mine at Tseng Chenghsien, Kwangtung, has been prospected by a foreigner and, according to the sample of ore analysed, the mine is rich with gold. Consequently the foreigner wanted to sign a contract with the natives by force, with the sole object of developing the mine, but as this was steadfastly refused, he then tried to tempt them with money. It is now heard that the gentry class have petitioned to the local authorities praying that the mine may be under official control.—*Sin Wen Pao*.

It is probable that at an early date a strong American naval squadron will visit British waters, and the American admiral and his officers will be received by the King. At least, the idea has been suggested to both the British and the United States authorities, and as it would illustrate so completely the present identity and agreement of British and American policy, especially in regard to the Far East, there is every disposition in Court, official, and diplomatic quarters to give the idea all support, the more particularly as it includes visits not only to naval bases like Portsmouth and Plymouth, but to London and Liverpool.

"The Yellow Dragon" for July is full of useful reading for Queen's College scholars and maintains its high standard of excellence.

The Russian gunboat *Koralek*, which was blown up in Chemulpo harbour to prevent it falling into the hands of the Japanese, has been sold to Mr. Igarashi, a Fukuoka merchant.

The Ocean Steamship Company's steamer *Alymidon*, which was constructed by Messrs. Scott and Company at Greenock in 1890, has now been sold to the Nisetsu Kogyo Kaisha for about Yen 140,000. She is of 2,871 gross and 1,750 registered tons. This is the forty-fourth foreign steamer purchased by Japanese ship-owners since January last.

The case in which Tong Hok Chian, assistant manager to the Kung Yik Cheung firm, was charged with embezzlement of \$4,927.62 the property of the firm, was withdrawn on the application of Mr. R. Harding, of Messrs. Ewens and Harston, who stated that his clients found they had not sufficient evidence to proceed with the case against the accused.

The cashiered Magistrate Pei, who was condemned to death by Viceroy Taen at Canton, for a number of crimes, and who, as will be remembered, afterwards fled to Macao, is, according to a report in mandarin circles, to be given up by the Portuguese authorities after all. There are conditions, however, to this rendition, and they are that the cashiered magistrate is not to be handed over to the Canton officials, but that he shall either be sent to Peking or to Shanghai, where he may be tried before a mixed tribunal of foreign and Chinese officials.—*N. C. D. News*.

H. I. Li Ching-hsi, the newly-appointed Governor of Kwangsi province (a nephew of the late Earl Li Hung-chang), according to a telegraphic dispatch received by the local Mandarins, left his former post at Kweihsiang, the capital of Kweichow province, on the 20th instant, for his new post at Kweilin. His Excellency will first call at Shanghai en route, travelling overland by way of Hunan and Hupeh provinces, and take steamer for this port at Hankow (Hupeh province). Governor Li will probably make a short stay in Shanghai before proceeding by steamer to Canton.—*N. C. D. News*.

The British steamer *Shimoda*, Captain Chaplin, landed at Suez on the 17th ult., a Lascar seaman who was picked up in the Red Sea on the 13th, in Lat. 16.48 N. and 40.49 E. The seaman states that he fell overboard from the s.s. *Imani*, and that he had been in the water for over two days, during which the sea was very rough. Finally he was sighted in the morning of the 13th by the *Shimoda* and rescued. The man is in perfect health, and has been taken in hand by the British consular authorities at Suez. It is remarkable, though, that he was not eaten up by sharks, which, in that locality, are very plentiful. The fact reminds us of the native saying, that "sharks do not touch black men," who frequently dive in the Suez roads and Red Sea.—*C. O.*

It will be remembered by our readers that a fire took place on the 9th of April last, at No. 138, Wellington Street, when considerable damage was done. At the time of the occurrence the police had strong suspicions that the outbreak was not the result of accident but of a deliberate attempt to burn the house down. The matter was taken in hand for investigation by Inspector Gourlay, with the result that he was able to place Pun Liang Chi, alias Pun Tak, broker, before Mr. Gompertz, with two charges filed against him. The first was for maliciously setting fire to the house in question while persons were living therein, and the second was for setting fire to the house with the intention of defrauding the Northern Insurance and the Magdeburg Fire Insurance Companies. Formal evidence of the arrest of the defendant was given and the case was remanded, for the purpose of enabling the police to secure further evidence against the accused. Mr. P. W. Goldring, has been engaged for the prosecution.

INSTRUCTED by Messrs. Wing Cheong, the well-known jewellers of Queen's Road Central, Mr. P. W. Goldring, appeared before Mr. Gompertz, this morning, to prosecute the two Russians who were charged with being in unlawful possession of six pearls, valued at \$1,430, reasonably suspected of having been stolen, as reported in these columns last evening. As there was some question of identification Mr. Goldring applied for a remand until the 2nd prox. which was granted. No bail. Subsequent to the remand as above reported, two jewellers from Canton appeared in Court, and stated that they had come to see if they could identify the pearls and the men in whose possession they were found. The men were there placed amongst a number of others and immediately identified. The pearls were then shown to the merchants, one of whom identified two as his property, the other four being identified by the other jeweller, both of whom have branch establishments in Hongkong, and in both of which the accused had tried to dispose of the pearls. Their *modus operandi*, as explained by these men from Canton, was to go into the jewellery shops and show some Russian ruble notes asking to have them changed into local currency, and while the jewellers were engaged examining into the genuineness of the notes, to seize any small article lying handy. Thus the jewellers missed the pearls immediately after the men had been in their shops. The jewellers in Hongkong informed the police that two suspicious-looking individuals were trying to dispose of some valuable pearls, and they were thus arrested on suspicion. They claimed that they had carried them about for four years, getting them during the looting of Peking, at which time they were soldiers. It was proved that they came from Canton on Friday morning.

ARRIVAL OF SIR MATTHEW NATHAN.

The Colonial Secretary writes us as follows to-day:—Information has been received that the P. & O. s.s. *Nubia* with Sir Matthew Nathan on board left Singapore at 2 p.m. on Sunday and will not reach Hongkong till Friday. All those who have been already informed of the arrangements for His Excellency's reception will, therefore, kindly read Friday and not Thursday in the notices which have been sent to them. No other change has been made.

NEW INSTRUMENT FOR MARINERS.

IN FAR EASTERN WATERS.

The Rev. Jose Algue, S. J., director of the Philippine weather bureau, has recently invented a new instrument for the more intelligent study and recording of cyclones or typhoons. The name of the new instrument is the barocyclonometer. It is a combination of a barometer and of a novel contrivance which Father Algue has named the cyclonometer. As the instrument is actually constructed it also comprises a thermometer, showing the temperature in both Fahrenheit and Centigrade degrees. Although this addition augments the convenience of the apparatus it is none of its essential parts, says the *Cadiz News*. The instrument is already being made use of in Great Britain and on the continent.

In his description of the barocyclonometer Father Algue says: "Although it cannot be denied that there exists a certain relation between the height of the barometer within the body of a cyclonic storm and the distance of the vortex still the reading of the barometer does not give us any information with regard to the direction in which the centre is moving, information which is frequently of the greatest importance to the observer, especially if the latter is a sailor. Fortunately, we can obtain this knowledge by applying the laws of cyclonic circulation to the observed direction of the prevailing wind. Hence it follows that if, by combining the typhoon indications given by the barometer with those derived from the direction of the wind, we could reduce them to a practical method by means of a simple mechanical instrument, we would have an efficacious means of reassuring us at the first signs of a typhoon. This has been our aim in investing the apparatus which we have called the 'barocyclonometer.' The present chapter deals with the description of the instrument and the scientific principles on which each part of it is based, leaving for the next the use and management thereof.

In the preface of a descriptive pamphlet on the barocyclonometer published by the Observatory in 1898 I wrote: Two reasons mainly induced me to procure the construction of the new apparatus which is described in this pamphlet. The first was the great convenience, not to say necessity, of a barometer which could be used indiscriminately in all the latitudes of the Far East especially now that the exigencies of traffic and commerce on the one hand, and the manifold complications of an international character on the other, open each day new course to the frequent navigation of our mariners of the Navy as well as of the merchant marine. Moreover, since in these seas the meteorological elements present such different characteristics that the navigator sometimes in a single voyage finds normal barometric heights as diverse as 754 and 758 millimetres in the short distance which separates Hongkong from Manila and 771 and 759 millimetres between Cebu and Iloilo, it is quite impossible in these cases to apply the fixed readings which are commonly engraved on the faces of barometers. Even the best of them have this defect, as, for instance, the barometer of Father Faura, which consequently is applicable only to the limited zone of our Archipelago. Add to this that in the seas of the Far East the barometric height limit of the outermost zone of the typhoons, a datum of capital importance, fluctuates between very different values, being 765 millimetres for the twenty-fifth to the thirty-second parallels of latitude, and 756 millimetres for the tenth to the sixteenth parallels of north latitude during the winter months. For which reason it is impossible for the mariner to navigate securely and to forestall the danger of such terrible meteors by using a 'common reading' in seas where the extreme barometric heights of the body of the cyclone differ normally more than 8 millimetres.

"The other reason, of no less weight, is the fact that the growing popularity of Father Faura's barometer has induced some manufacturing firms to imitate said aneroids, but—in order to profitably meet industrial competition—in such a way that frequently the observer, instead of finding in them an accurate and trustworthy instrument, as would be right, finds in his possession a mere hardware toy which would be capable of discrediting Father Faura's good arrangement of the indications and readings engraved on the face thereof, if its fame were not so justly established. Several times we have heard Father Faura lament this pernicious abuse, which, unfortunately, has no remedy. Now that the advisability is recognized of offering to the public a new apparatus which, on account of being universal may be used in other latitudes than those of our Archipelago, we shall from the very beginning make sure of the most important point, which is the fidelity of the instrument, so that persons who wish to have the quality of their barometer guaranteed can have it.

"Above reasons refer exclusively to the aneroid of the new apparatus. Touching the cyclonometer, it is superfluous to enlarge on the practical advantages which the mariner may derive from it, principally in his voyages on the high seas. All we claim is to offer him, as it were, a guide, simplifying the apparatus so that he can manage it even in cases when the manifold attentions to diverse manoeuvres and the anxiety and confusion which usually accompany the imminence of danger do not permit complicated calculations.

"The first of the reasons mentioned above is to-day certainly stronger than ever before. For since these islands have come into the possession of the United States of America, navigation on the seas to the north and east of Luzon has vastly increased, and consequently an instrument which to merit of Father Faura's barometer adds the incomparable advantage of being applicable with the greatest facility to different latitudes throughout the Far East must be highly appreciated by mariners."

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

(Delayed in Transmission.)

THE WAR.

VLADIVOSTOK SQUADRON'S DARING RAID.

"ARABIA" AND "CALCHAS" REPORTED SEIZED.

(From Our Own Correspondent.)

YOKOHAMA, 25th July,
12.10 p.m.

Reports have just reached here that the Portland and Asiatic Co.'s s.s. *Arabia* and the Blue Funnel liner *Calchas* have been seized by the Vladivostok squadron and sent to Vladivostok.

[The s.s. *Arabia*, Capt. Bahl, is a German steel screw steamer of 4,483 tons gross and 2,868 tons net, and has been chartered by the Portland and Asiatic Steamship Co. She was built at Glasgow in 1901 and is owned by the Hamburg America Line. In our issue of the 22nd inst. we referred to a report of her seizure, and the above telegram confirms the news. The local agents kindly inform us that she is now four days overdue at this port.]

The s.s. *Calchas*, Capt. Hannan, is a steel twin screw steamer of 6,748 tons gross and 4,270 tons net, and was built at Greenock, in 1896, for the Ocean Steamship Company, Ltd. Among other freight the *Calchas* was to take in at Victoria, B.C., was 24 carloads of lumber for the Orient.]

S.S. "TSINAN" OVERHAULED.

The China Navigation Co.'s s.s. *Tsinan* was stopped by the Russian cruising squadron and overhauled. She was subsequently released.

S.S. "KNIGHT COMMANDER" SUNK.

OFFICERS DETAINED.

NATIVE CREW RELEASED.

The British steamer *Knight Commander* was sunk yesterday by the Russian squadron at a point 230 miles distant from Yokohama.

The captain was examined by the Russian Officers, but his statements were not satisfactory and in consequence the officers of the vessel have been detained on one of the cruisers.

The Indian crew was released and sent aboard the s.s. *Tsinan* to this port.

[The s.s. *Knight Commander* is a British-owned steamer of 4,305 tons gross and 2,760 tons net. She was built in Newcastle in 1890 for the Knight Steamship Company, Ltd., and was registered at Liverpool. She sailed on the 6th May from New York for the Straits and China, and arrived at Singapore on the 24th June.]

JAPANESE SCHOONERS DESTROYED.

The Russian raid in the Pacific is being conducted with unabated activity. Two Japanese schooners have been destroyed.

GOVERNOR OF KWANGSI.

REPORTED SUICIDE.

(From Our Own Correspondent.)

CANTON, 26th July,
4.10 p.m.

Au-fung Sz, Governor of Kwangsi province, is dead.

It is reported to be a case of suicide.

THE WEATHER.

The following report is from Mr. J. I. Plummer, Chief Assistant of the Hongkong Observatory:—

On the 26th at 11.50 a.m. the barometer has fallen upon the Coast of China and in Formosa and is stationary in the Philippines.

The typhoon still advancing in a N.W. direction has reached a point intermediate between Macao-Sima and the N.E. coast of Formosa.

A strong northerly gale may be expected in the Formosa Channel and light W. winds in the northern part of the China Sea.

Forecast:—Light W. winds, fine, hot.

N.B.—The information from the North is extremely meagre.

TELEGRAMS.

(Reuters.)

The Russian Volunteer Cruisers.

LONDON, 24th July.

The German steamer *Scandia* has arrived at Suez under a Russian prize crew; she was seized by the Russian Volunteer cruisers in the Red Sea. In reply to a German protest Russia announces that orders have already been given to release the *Scandia*.

After a long discussion, the Council at St. Petersburg has decided that the status of the Volunteers is not sufficiently defined to justify further seizures. The authority to search and seize is therefore withdrawn.

International Athletics.

At the Queen's Club, Yale and Harvard beat Oxford and Cambridge by six events to three.

The Bisley Meeting.

KING'S PRIZE WINNER.

Private Perry won the King's Prize at Bisley.

(China Gazette.)

Port Arthur.

RESIGNED ATTACKING RESIGNEES.

Chefoo, 20th July.

Japanese arriving from the Peninsula and the vicinity held by the Japanese troops state that the investing forces around Port Arthur are fortifying their present positions and assuming the defensive pending preparations for a concerted assault at the end of the month.

In the meantime the Russians at Port Arthur are taking the offensive.

(Sin Wan Pao.)

Daily Skirmishes at Port Arthur.

HEAVY JAPANESE CASUALTIES.

Chefoo, 20th July.

A gentleman arrived here from Dalny reports that the Japanese are pressing Port Arthur, and have occupied the surrounding places, preparations are being made to attack the forts on a large scale. The daily engagements so far are nothing but skirmishes. There was an engagement on the 17th instant at a place 6 miles away from Port Arthur. The Japanese had 350 casualties, including killed and wounded. Firing was heard yesterday from both land and sea.

The Japanese army is massed at Yung-chentsi, and Sanchenpu, north of Port Arthur.

(N. C. Daily News.)

Japanese Progress at Port Arthur.

Tokio, 22nd July.

We are looking forward to substantial news from Port Arthur.

Chefoo, 22nd July.

Arrivals from the vicinity of Port Arthur say that some days ago the Japanese troops occupied the Eastern fort at Tashitun, and from that position are bombarding the Russian troops stationed at Kuanfang, at a distance of a mile and a-half, with a bill intervening.

They also state that the Russian garrison at the beginning of the siege numbered 30,000, but that 10,000 men have been placed *hors de combat* in the engagements that have since taken place. In the Tashitun affair alone the Russian loss was about one thousand.

The Vladivostok Squadron.

Tokio, 22nd July.

Fishermen report that the Vladivostok cruisers were sighted steaming South at 7 a.m. yesterday, in Iwate prefecture, on the Pacific coast of northern Japan.

A Victory at Hsuehiatun. Mukden Threatened.

Tokio, 22nd July.

It is believed that there was severe fighting all day on Tuesday, the 19th inst., in the Kiaotun direction, north of Moulting.

We hope to hear soon from Tashichiao.

LATER.

As to the engagement on the 19th, it is learnt that the Russians attacked Hsuehiatun, west of Kiaotun.

The Japanese repulsed the enemy after severe fighting.

The Japanese casualties were over two hundred, including a major and a sub-lieutenant killed.

LATER.

With reference to the above telegram, it is now ascertained that it was the Japanese who attacked and occupied Kiaotun on Tuesday, the 19th, driving off three of the enemy's regiments, and taking four magazines.

The Japanese casualties are over three hundred, including Major Hiraoka, who was the Japanese attaché in South Africa during the Boer war, and a sub-lieutenant.

Russian Telegram.

The following telegram from Major-General Dessing, Russian Military Agent, dated from Moukden 19th July, at 1.25 p.m. has been issued.

There has been no change in the position since 18th inst. All along the line of the Russian Army detachments consisting of reconnoitering parties are having skirmishes with small forces of Japanese.

TELEGRAMS TO SHANGHAI AND BEYOND.

Mr. Olaf Nielsen, Superintendent, of the Great Northern Telegraph Co. Ltd. informs us that, owing to the interruption of their Amoy-Shanghai cable for repairs, all telegrams handed to them for Shanghai and the North are being handed over for transmission to the Eastern Extension Telegraph Company. Restoration is soon expected.

THE WAR.

THE PORT ARTHUR CANARD.

Despite the assertions of war correspondents with the Russian main army, who, it may be remarked, can know nothing of what is going on at Port Arthur, the statement that the Japanese made an assault on the beleaguered port on the 10th instant and were repulsed with the loss of thirty thousand men is, the *Kobe Chronicle* says, utterly discredited in Japan. As to such an event occurring by the explosion of mines, the Japanese authorities in Tokyo say the statement is ridiculous. No such disaster of such magnitude could in practice occur from such a cause. Indeed, it has now been ascertained that on the 10th and 11th there was not even a skirmish of scouts, let alone such an engagement as the figures of losses presuppose. The authorities at Tokyo hold that the report must have been fabricated by the Russians for their own purposes. It seems, however, that the report was not manufactured by the Russians, at least not by the Russians in the field, but had its birthplace, like so many similar reports, in Shanghai. It was stated that the news was based on a message received by the Japanese Consul at Chefoo. Mr. Mizuno, the Consul in question, has now telegraphed to Shanghai, denying that any such news had reached him or had been given him. The statement that he had received news of a great Japanese disaster at Port Arthur is, he says, a gratuitous falsehood.

A Tokyo dispatch reports that recently the Japanese destroyer *Higayori* examined a Chinese junk outside the harbour of Port Arthur and discovered a bundle of letters which had been sent out by the Russians, probably to Chefoo. Among these were found a number of private letters, which were in no way concerned with military affairs, and these were sent forward to Tokyo by Admiral Togo, with the request that they be sent to their destinations. The Tokyo authorities have forwarded them in a bundle to the St. Petersburg General Post Office.

POLISH SYMPATHY FOR JAPAN.

The following is a portion of a letter recently received by Professor Oda of the Kyoto University from Professor Estreichew, a member of the staff of a Polish university.

"I wish to express to you my sympathy for the Japanese nation in your war against Russia. And not only my sympathy, all Poland is on your side in their hearts, though many of her sons are obliged to fight against you, being in the Russian army. But if you could read our papers, which are published not only in the part of Poland that is now under Russian control, but also in the Austrian and Prussian parts, you would find that there is only one opinion about the war. Unfortunately, Poland has now no political existence of her own and our sympathy cannot have any positive effect; the only possible means to prove it, that is personal co-operation in the war, has been declined by the Japanese Ambassador in Vienna, when some young men and some physicians from our country offered to him their services during the war. I am fully aware of the fact that the war against Russia is more than that; it is the war about European and Japanese supremacy in Asia, at least in East Asia, but this does not affect my opinion. I think that everybody has got the right to keep his soil, and only his soil. What has Europe to do in East Asia? You are there at home, that is your country, and if one will reply that Europe is bringing their civilization, the answer will be that this is not true. Civilization is a very comfortable pretence, but neither England nor any other power wishes to do more than to open a foreign country to their commerce and to get, if possible, a good port with a square piece of land around it. The only nation which can bring civilization there is Japan; this country has had a civilization of her own for so many thousands of years that our poor civilization of Europe is only a child when compared with yours; besides you have assimilated and utilised all that our civilization has of good, and have handicapped us in that direction; one reason more to allow you to get supremacy in Asia. You may believe me that all I have written is the true opinion of all Poles; we all wish victory to your nation and hope that your gallant army will meet with much prosperity in the future as they met with till now. I shall be delighted if you will honour me with a reply; at the same time I have the honour to send you my last two papers.

DR. TAD. ESTREICHEW.

A COMMUNICATION to the *Daily Mail* from a naval correspondent at Hongkong throws some light upon the condition of the first-class battleship *Centurion's* gun-sights. When six months ago this ship was despatched to the Far East there were circumstantial reports to the effect that she had sailed with her gun-sights in thoroughly defective order, but until the crucial test of prize-firing had been applied it was impossible, in view of the official assertions, to believe that these reports rested upon solid foundation. Now, however, that test has been applied, and a Hongkong correspondent gives the actual hits scored:—Fore-turret, firing with two 10-in. guns, 13 rounds fired, no hit. After turret, firing with two 10-in. guns, 15 rounds fired, two hits. Total percentage of hits made by heavy guns to shot fired, seven; or one-seventh the average for smart ships in sea-service. Casemate guns (6-in. quick-firing), shot fired, 98 from 10 guns; hits made, 28. Percentage of hits, 27, or 23 under what would be expected from a smart ship. Three of the 6-in. guns fired between them 33 rounds without making a single hit on the target. The firing took place at Mirs Bay on 4-6. The gunners firing were good shots, and have done well in other vessels, where it is fair to conclude that they were so handicapped by the sights of the guns as to be virtually helpless. The deplorable figures obtained by the *Centurion's* guns have caused a great sensation in the China squadron. The two fore-turret 10-in. guns, which did not obtain a single hit, are the guns whose sights have been examined from time to time by various expert officers in the fleet, who have reported unfavourably upon them. At present, on the above figures, the *Centurion*, remarks the *Daily Mail*, is not an effective unit in the British fleet.

THE VOLUNTEER CONCERT.

CHANGE OF PROGRAMME.

We are requested to state that several alterations have been found necessary in the programme to be performed at the Volunteer Concert to take place on the Parade Ground to-morrow night. On account of the departure of H.M.S. *Ocean* for the north to-morrow and the consequent inability of her Band to play as arranged, the Band of the 93rd Burma L. I. has been secured and will play the following selections:—"Bohemian Girl," Jolly Negroes, Hiawatha and "Tannhauser." Mr. Tozer and Mr. Lammert being unable to sing their places have been kindly taken by Mr. R. Sutherland and Mr. G. H. Edwards respectively. H. E. General Villiers Hutton, and Commodore C. G. Dicken, R.N., have signified their intention of being present and it is also expected that H. E. the Officer Administering the Government, Mr. F. H. May, C.M.G., and Mrs. May will also be present. Arrangements have been made for a late tram and ferry for the convenience of Peak and Kowloon visitors.

THE FOREIGN TRADE OF JAPAN.

GOVERNMENT OFFICIAL ON COMMERCIAL POLICY.

Recently, Mr. Sugimura, Director of the Commercial Bureau in the Foreign Office, gave an address at the Kobe (Japanese) Chamber of Commerce before the Ninkurui Kaiyō Kenkyūkai, or Packing Improvement Investigation Association, the subject dealt with being the rapid development of Japan's foreign trade in the past twenty-five years.

Mr. Sugimura said that from 1874 to 1878 he was engaged in Yokohama as a journalist, and at that time made various investigations in regard to the country's foreign trade. During the four years referred to the total value of the foreign trade of Japan was some ¥63,000,000 a year—Yokohama representing ¥40,000,000, Kobe ¥10,000,000, and other ports ¥13,000,000, a very small amount compared with the figures for the present day. Since then trade had gradually increased year after year, making great strides since the Japan-China War. Last year the total foreign trade reached ¥600,000,000 in round figures, and it was worth noting that during those twenty-five years the trade of Yokohama had increased sixfold and that of Kobe twenty-fivefold. The Japanese, however, must not be content with this development. It was necessary for them to endeavour to develop the trade to the utmost.

Referring to the class of trade at the two principal ports, Mr. Sugimura said it was worth noting that the goods exported from Yokohama were chiefly raw materials, raw silk being the principal article, while those exported from Kobe were chiefly manufactured goods. This was due to the difference of the markets tributary to the two ports. Yokohama supplied goods to more advanced countries, and Kobe those less advanced. This was evident from the fact that the goods shipped at Kobe were destined chiefly for Korea and China. The rapid increase in the exports from Kobe showed that Japan tended to be converted from an agricultural country into a manufacturing country, and the increase also showed the great prosperity of the manufacturing industries in Osaka and Kobe.

Japan having now become a manufacturing country, continued the speaker, it was more than ever necessary for her to extend the field for the sale of her manufactures, and compete throughout the world with the goods made in other countries. The commercial policy adopted by many countries at present was that known as "protection." The United States early adopted it, and Russia, France, and Germany were endeavouring to prevent the importation of foreign goods by a Customs tariff wall, at the same time doing their best in encouraging the export of their own goods. Even Great Britain showed a disposition to forsake her free-trade policy for protection. Such being the situation, the Japanese must not be content with the present state of things.

On the method of developing trade, Mr. Sugimura continued:—"The best course for developing the foreign trade of this country is, I believe, to study the means for increasing the sale of goods in uncivilised countries. This is also the aim of all other countries. Business men are exerting themselves to supply the markets of countries with manufactured goods, sometimes with the assistance of their respective Governments. If we desire to successfully compete against these rivals, we must be well informed ourselves on the situation of affairs in these countries, and learn the requirements of customers and endeavour to produce satisfactory goods."

"Now the value of our foreign trade has reached the considerable amount of ¥600,000,000; the greater part of the business is done through the hands of foreign merchants resident in Japan, only a small portion being done through the hands of Japanese. Foreign merchants resident in Japan, especially the Chinese, try to cut down the price of our goods as much as possible, buying the goods in the cheapest possible market. This has led some Japanese manufacturers and merchants to believe that nothing but goods of inferior quality are saleable in less advanced countries like China and Korea, and as a result of the low price, Japanese manufacturers show a tendency to produce only low-quality goods and to confine themselves to such production. Yet it is evident that even Chinese will not prefer goods of inferior quality without durability, however low the price may be. They are willing to pay more for good quality, durable articles. It is necessary in developing our foreign trade that Japanese manufacturers should visit the markets abroad, and acquaint themselves with the taste of their customers. Only in this way can they successfully compete with European and American goods."

In conclusion, merchants and manufacturers residing in Osaka and Kobe, which are not only ports of foreign trade but also centres of manufacture, were strongly recommended by Mr. Sugimura to take into consideration the matters to which he drew their attention.

THE MISSING STEAMER

"HIPSANG."

REPORTED TORPEDOED BY MISTAKE.

The following letter reached us from the General Managers of the Indo-China Steam Navigation Co. at 5 p.m. to-day:—"With reference to the various rumours about regarding this steamer (*Hipsang*), we beg to advise having this morning received a telegram from Shanghai to the effect that although no definite news has been received our friends there are informed on good authority that the steamer was torpedoed by the Russians on the 16th instant.

All the foreigners on board as well as most of the Chinese are reported to be saved and have been taken to Port Arthur. The steamer is fully covered in London against War Risk."

According to the *China Gazette* of 21st inst., no definite news of the missing Indo-China steamer *Hipsang* up to a late hour that afternoon had been received by the agents, Messrs. Jardine, Matheson who state that their last direct advice was that she left Newchwang on the 15th inst. for Hongkong via Chefoo, but it was afterwards said at the office that she might have gone on to Hongkong direct. The Capt. of the *Glenny* reports that on the 18th he saw a red-funnelled steamer, which might have been the *Hipsang* signalling to Gutzlaff about the state of the weather in the south.

The *Hipsang's* usual course would not take her near enough Port Arthur for the forts to fire upon her in the way mentioned in our Chefoo telegram, but there is no knowing where she might get to in foggy weather. She might run into Pigeon Bay in a fog and it would be just as easy for the Russian gunners to mistake her for a Japanese man-of-war. Her ship's company consists of Captain Bradley; A. G. Smith chief, J. Cartwright second mate; F. G. Collier chief engineer, H. Bishop third engineer, and the usual Chinese crew. It is believed she had one passenger on board, a young Russian from Newchwang.

Since the above was written, says the journal, a report has arrived that it was the *Hipsang* which was sunk in Pigeon Bay in the manner described in our Chefoo telegram, and there now seems to be little reason to doubt that the report is only too true. It is reported further that fourteen of the ship's company have been saved.

The *Hipsang* was insured for about £30,000 at home.

The *Sin Wan Pao* received the following advices from Chefoo, dated 20th inst.:—"Fifty natives have arrived from Pigeon Bay and report that on the 16th inst. 8 a.m. a steamer left Newchwang in a dense fog. She was signalled by the Russians to stop, but her captain did not take any notice. She was eventually torpedoed by a Russian torpedo boat. One European and 30 Chinese were rescued, the former was injured and therefore sent to the hospital, the rest were all drowned. The Chinese who saw it said that this happened in Pigeon Bay."

A wire in the *N. C. D. News*, from Chefoo, dated 23rd inst., says:—

Chinese arrivals from Pigeon Bay stated that they saw about 60 survivors, of whom six were foreigners, from a steamer recently torpedoed by the Russians. They were being escorted to Port Arthur by land.

THE BOMBAY BARRISTER'S ALLEGED FORGERY.

This afternoon, before Mr. J. H. Kemp, Second Police Magistrate, the case in which Mr. Shapurji Cowasjee Sangana, Barrister-at-Law, of Bombay, is charged with committing forgery in that presidency, under circumstances already reported in this column, was called on; when Inspector Power, of the Bombay Police Force, testified to the fact that the signatures of T. J. Stranglin was not in the writing of that gentleman, whom he, witness, had personally seen writing, and signing documents, in his capacity of Chief Presidency Magistrate of Bombay.

Mr. Harston, of Messrs. Ewens and Harston, solicitors, appeared on behalf of the defence. The case was adjourned, to permit of His Worship scrutinising the depositions taken and forwarded from Bombay, to Friday next, the 29th inst.

THE MERCHANT SERVICE GUILD.

Some little time ago, attention was called to the action of the Naval Authorities here, in boarding local vessels whose captains flew the flag of the Merchant Service Guild on Sundays and ordering it to be lowered. The flag, it will be remembered, consists of the Jack, with a white diamond bearing the letters "M. S. G." The objection apparently taken was that the flag bore too much resemblance to the Jack, which merchant vessels are not authorised to fly. But the legality of the flag is proved by the following letter:—

Board of Trade (Harbour Department)

7, Whitehall Gardens, London, S.W.

29th October, 1897.

H 9343. Sir,—With reference to your letter of the 24th ultimo, upon the subject of the private flag of the Merchant Service Guild, I am directed by the Board of Trade to request that you will convey to your Committee the thanks of this Board for the ready way in which the Committee have shown themselves willing to adopt the suggestion of the Board of Trade with regard to the alteration of the flag.

At the same time the Board are prepared to meet the wishes of the Committee regarding the proposed modification as laid down in your letter, and they accordingly approve of the dimensions as proposed by the Guild, viz.:—

flag—7 feet by 5 feet

diamond—6 feet by 4 feet

The delay in sending a further reply to your letter has arisen from the fact that the Board

have been in communication with the Foreign Office upon the subject.

I am, Sir,

Your obedient servant,

(Signed) T. H. PELHAM.

What probably happened was that the local made flag did not conform to the dimensions given above. Members of the Guild who take a legitimate pride in their association flag will perhaps note.—S. F. Press.

CANTON NOTES.

(From Our Own Correspondent.)

Canton, July 25th.

THE CHRISTIAN COLLEGE.

The *Telegraph* has frequently mentioned the Christian College and the work it is doing. It will be of interest to your readers to know that arrangements are being made to move the college from Macao to Canton. Although it has been carried on its work in Macao under great disadvantages, good work has been done. Students were not wanting. The buildings rented for college purposes were filled. But it has been felt all along that carrying on a Canton college in Macao was not just the best thing to do. A fine site has been purchased on the river front a short distance below Honam. On this site extensive college buildings are soon to be erected. In the meantime the Faculty has decided to erect temporary buildings and open the next term in Canton some time in September. A contractor has been engaged who agrees to put up the temporary buildings in about six weeks' time. The buildings while of a temporary nature will be well built and of sufficient size to accommodate about 100 boys with lecture rooms and rooms for the professors. Work has already begun and will be pushed forward rapidly. This is the beginning of what will be the largest educational plant in South China. The Faculty are to be congratulated upon this extension of their work.

CARPENTERS' HOLIDAY.

This is the anniversary of the patron saint of workers in wood. All shops are closed to-day and the men are feasting.

THE WEATHER.

There have been unusually heavy rains during the past few days. The water in the river has been high. Many parts of the country have been flooded. Some fields of rice are being harvested while the men and women are knee deep in water. A good deal of rice has been destroyed by the floods.

CLAIM AGAINST OSAKA SHOSEN KAISHA.

The wife and four children of the late H. G. Appenzeller, American subject, instituted an action against the Osaka Shosen Kaisha on the 9th inst. in the Osaka Chihō Saibansho, claiming damages amounting to \$49,650. Mr. Masujima, Counsel for plaintiffs, gave the following reasons:—When Mr. Appenzeller was drowned on board the *Kumogawa Maru*, which was sunk by the *Kisogawa Maru* belonging to the Osaka Shosen Kaisha, on June 11, 1903, he had been engaged as a pastor in the Methodist Church, for seventeen years, at \$1,050 per year. Moreover, he was entitled to receive a pension from the mission. He was only forty-four years old when he was killed, while the average age of Americans is sixty-five. In other words he died twenty-one years before his time, through the disaster, and the amount of \$34,650, which the family could have obtained but for his death, was lost. Besides this, the amount of 450.00 ought to be claimed by each one of the family as compensation for their loss. The total damage, therefore, amounts to \$49,650.—*Kobe Herald*.

COMMERCIAL.

SHARE LIST.

Following are further alterations in Messrs. Benjamin, Kelly & Potts' share quotations notified to us after the list had been printed:—

Indo-Chinas \$104 5/8 & b.

Hongkong Lands 157 5/8.

Shanghai Waterworks ... Tls. 38 5/8 ex div.

Shanghai advices, of the 21st inst., state:—Business done direct:—North Chinas at Tls. 67 1/2. Indo-Chinas at Tls. 74 ex div. for July. Chinese Engineering and Mining Co. L.S. at Tls. 6 Sumatras at Tls. 70. Maatschappij at Tls. 300. Ices at Tls. 20. Municipals at 6 per cent. Debenitures at Tls. 96. Chinese Engineering and Mining Co. at 6 per cent. Debenitures at £17 8/.

Business reported:—Indo-Chinas at Tls. 74 for July. Farnham Boyds at Tls. 143 for July and Tls. 145 for September. Maatschappij at Tls. 300 for July.

SHANGHAI FREIGHT.

Messrs. Wheelock & Co., in their freight market report, dated Shanghai, 21st inst., state:—

Our homeward freight market has been quiet during the past fortnight with a slight falling off in the quantity of cargo offering for Europe, but there is a small increase in cargo for America which we hope to see augmented in the near future.

Coastwise:—After the steadying of coast-rates which we reported in our last we have now to report a slight decline all round owing to the large quantity of "outside" tonnage seeking employment and we expect this will be increased still more very shortly as a number of time-charters that were effected at war-rates last February at the outbreak of hostilities between Japan and Russia will most probably be allowed to lapse.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T. 1/10 3/16
Do. demand 1/10 1/16
Do. 4 months' sight 1/10 7/16
France—Bank T.T. 233
America—Bank T.T. 45
Germany—Bank T.T. 189
India T.T. 138 1/2
Do. demand 138 1/2
Shanghai—Bank T.T. 71 1/2
Japan—Bank T.T. 90 1/2
Singapore—Bank T.T. Nominal
Java—Bank T.T. 11 1/2

Buying.

1 months' sight L/C 1/10 9/16
6 months' sight L/C 1/10 11/16
10 days' sight San Francisco & New York 45 1/2
4 months' sight do. 46 1/2
30 days' sight Sydney and Melbourne 1/10 13/16
4 months' sight France 237
6 months' sight do. 238 1/2
4 months' sight Germany 193 1/2
Bar Silver 36 13/16
Bank of England rate 3 1/2

OPIUM QUOTATIONS.

To-day's quotations are as follows:—

	Per chest
Malwa New	95 1/2
Old	1,030 1/2
Older	1,110 1/2
Oldest	1,220 1/2
Patna New	1,212 1/2
Old	1,310
Patna Old	1,190
Old	1,230
Patna (Paper)	850 0/00

To-day's Advertisements.

THE STOCKBROKERS' ASSOCIATION OF HONGKONG.

NOTICE.

AS SETTLING DAY this month falls on Saturday, SETTLEMENTS will be put through on FRIDAY, the 29th instant.

By Order of the Committee,

E. S. JOSEPH,

Hon. Secretary.

Hongkong, 26th July, 1904. [874]

THE HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SEVENTY-SIXTH ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS in the Company will be held at the Office of the Company, No. 18, Bank Buildings, Queen's Road Central, on TUESDAY, the 16th August, at 12 o'clock, Noon, for the purpose of receiving a report of the Directors, together with a Statement of Accounts, declaring a Dividend and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 2nd to the 16th August, inclusive.

By Order of the Board of Directors,

T. ARNOLD,

Secretary.

Hongkong, 26th July, 1904. [873]

THEATRE ROYAL.

CITY HALL.

THE

TAIPEH DRAMATIC COMPANY.

TO-NIGHT, (TUESDAY), 26TH JULY.

"THE WAR BETWEEN JAPAN AND RUSSIA."

THE COMEDY

"NATURAL AND UNNATURAL."

JAPANESE ANCIENT SONGS AND DANCES.

PLAN AT CITY HALL.

Prices \$3, 2 and 1.

Doors Open at 8. Overture 8.45.

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.

AND

CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"MACHAON"	8th August.
GLASGOW and LIVERPOOL	"GLAUCUS"	12th August.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	"KEEMUN"	2nd August.
LONDON, AMSTERDAM & ANTWERP	"MOYUNE"	16th August.
* GENOA, MARSEILLES & L'POOL	"SARPEDON"	20th August.
LONDON, AMSTERDAM & ANTWERP	"PELEUS"	30th August.
LONDON, AMSTERDAM & ANTWERP	"GLAUCUS"	15th September.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMER	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, and NAGASAKI, KOBE and YOKOHAMA.	"MACHAON"	11th August.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 26th July, 1904.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
MANILA	"TAMING"	27th July.
SWATOW, WEI-HAI-WEI, CHEFOO, and TIENTSIN	"KANSU"	28th "
SHANGHAI	"WOOSUNG"	28th "
THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE.	"TAIYUAN"	30th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking Cargo and Passengers, at through rates, for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT.)

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 26th July, 1904.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 30th July, at 10 A.M.
RUBI	2540	R. W. Almond	"	SATURDAY, 6th August, at 10 A.M.
PERLA	1980	A. H. Notley	"	"

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

(Hongkong, 23rd July, 1904)

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail on
"ARABIA"	4,483	Bable	August 13th, 1904.
"ARAGONIA"	5,198	Schuldt	September 14th, "
"NUMANTIA"	4,370	"	October 10th, "
"NICOMEDIA"	4,370	Wagner	October 23rd, "

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
Captain SAMUEL BELL SMITH.

DEPARTURES from Hongkong, on Week Days, at 7.30 A.M., on Excursion Sundays, at 8.30 A.M.; from Macao, Week Days at about 2 P.M., and Sundays about 7.30 P.M.
FARE:—(Week Days) 1st Class (including cabin and servant), \$3; Return Ticket, \$5, and Class, \$1; 2nd Class, 50 cents.
On Excursion Sundays, 1st, 2nd, and 3rd Class Single Ticket, \$2; Return Ticket, \$3. Return Ticket including Timon and Dinner either on Board or at Macao Hotel, \$5. On Sundays, \$5 extra will be charged for each cabin with accommodations for two or more passengers.
WHARF:—At the Western end of Wing Lok Street.
The Steamer runs an Excursion Trip EVERY SUNDAY. It takes only 3½ hours to reach Macao.

MING ON & CO.,

2nd Floor, No. 16, Victoria Street.

Hongkong, 5th January, 1904.

HONGKONG-CANTON LINE.

THE British Steamship

"YING KING,"

Captain E. I. Page, of 1,088 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with Electricity; hot and cold water service. The cuisine is unexcelled.

Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P.M. and returning from Canton every following evening at 5 P.M.

1st Class, \$3.00 for Single Journey.

2nd " 1.50

Meals, 1.00 each.

The steamer's wharf is at the Western end of Wing Lok Street.

YUK ON S.S. CO., LD.,

No. 216, Wing Lok Street.

WENDT & CO.,

Canton Agents.

Hongkong, 14th June, 1904.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES,
From 1st January, 1904.

ALSO REDUCED FARES TO
MANILA AND RETURN.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivalled Table. Duly qualified Surgeon carried.

BUTTERFIELD & SWIRE,
Agents,

Hongkong, 1st February, 1904. [819]

MESSAGERIES CANTONNAISES.

J. TREVoux & Co.

HONGKONG-CANTON NIGHTLY SERVICE.

THE Commodious Steamer

"PAUL BEAU,"

Captain Frangeul, leaves Hongkong for Canton at 9 P.M., on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following Days, leaving Canton at 5 P.M., taking Passengers and Cargo as usual.

The S.S. "CHARLES HARDOUIN," Captain Merlin, leaves Hongkong on MONDAYS, WEDNESDAYS and FRIDAYS, at the usual hour.

These Two Magnificent and Up-to-Date Steamers, are lighted with Electricity.

The Saloon is under European Supervision.
First Class European \$8.00
Second Class European 3.00
First Class Chinese 1.50
Second Class Chinese80
Deck30

The Company's Wharf is at the end of Queen Street, Praya West.

For further Particulars, apply to
J. LANDOLT, Agent,
THE PHARMACY, Queen's Road Central,
Hongkong, 9th June, 1904. [222]

STEAM TO CANTON.

THE New Twin Screw Steamers

Tons Captain

"KWONG CHOW" 1,309 J. P. MARTIN.

"KWONG TUNG" 1,238 H. W. WAI KEE.

Leave Hongkong for Canton at 8.30 Every Evening (Saturday excepted).

Leave Canton for Hongkong about 5 o'clock Every Evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity.

Passage Fare—Single Journey \$4
Meals (Each) 1

The Company's Wharf is a Short Distance West of the Harbour Master's Office.

SHIU ON S.S. CO., LD., and

YUEN ON S.S. CO., LD.,

No. 8, Queen's Road West.

Hongkong, 17th February, 1904. [781]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL
(With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1904. About

"BEDOUIN" 10th August.

"LOWTHER CASTLE" 25th August.

For Freight and further Information, apply to

DODWELL & Co., LIMITED,

Agents.

Hongkong, 26th July, 1904.

P. & O. S. N. Co.'s

INTERMEDIATE LINE.

NEW and well appointed twin screw

S.S. "BORNEO,"

4,573 tons,

will be despatched for LONDON (DIRECT),

on or about 18th August.

Has excellent accommodation for FIRST and SECOND SALOON PASSENGERS at moderate rates.

For further Particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 22nd July, 1904. [865]

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"NUBIA,"

Captain Habel, will be despatched for the above Port, on SATURDAY, the 20th August, at 4 P.M.

For Freight, apply to

HAMBURG-AMERIKA LINIE,

Hongkong Office,

Hongkong, 20th July, 1904. [815]

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"EPSOM,"

Captain J. White, will be despatched for the above Port, on or about THURSDAY, the 25th August.

For Freight, apply to

SHEWAN, TOMES & Co.,

General Agents,

Hongkong, 23rd July, 1904. [789]

Shipping—Steamers.

NIPPON YUSEN KAISHA.

AUSTRALIAN LINE.

FOR SYDNEY AND MELBOURNE,
VIA MANILA, THURSDAY ISLAND,
TOWNSVILLE AND BRISBANE.
THE Company's Steamship

"YAWATA MARU,"

Captain will be despatched as above, on FRIDAY, the 29th July, at 4 P.M.

This well-known Steamer is specially constructed for service in the Tropics, and is provided with Superior Accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.

For Freight or Passage, apply at the Company's Local Branch Office in Prince's Building, First Floor, Chater Road.

A. S. MIHARA,

Manager.

Hongkong, 25th June, 1904. [766]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG,"

Captain G. S. Weigall, will be despatched as above, on FRIDAY, the 29th inst., at 4 P.M.

This Steamer has Superior Accommodation for First Class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,

General Managers.

Hongkong, 23rd July, 1904. [868]

Intimations.

THE CHINA AND JAPAN TELEPHONE

AND ELECTRIC COMPANY,

LIMITED.

HONGKONG EXCHANGE.

S U B S C R I P T I O N S .

PAYABLE QUARTERLY IN ADVANCE.

EXCHANGE LINES: \$25 Per Quarter.

NO CHARGE FOR INITIAL

INSTALLATION.

N.B.—A Special Charge is made for Lines of more than average length.

DESK TELEPHONES

For a small additional annual charge Desk Sets can be supplied.

ELECTRIC SUPPLIES.

BATTERIES.

CHEMICALS.

ELECTRIC BELLS.

INSULATORS.

SWITCHES.

TELEPHONES.

WIRE.

&c., &c., &c.

SEND FOR PRICE LISTS.

ELECTRIC BELL INSTALLATIONS.

For all kinds of electrical work.

ADDRESS:—2, ICE HOUSE ROAD.

W. STUART HARRISON,

A.M.I.C.E.,

Mapager.

Hongkong, 12th April, 1904. [61]

HONGKONG AVERAGE MARKET PRICES.

Corrected 18th July, 100 cts. per \$, Mex.

BUTCHER MEAT.

Cents.

Beef sirloin & prime cut—Mei Lung Pa 18

" Corned—Ham Ngau Yuk 18

" Roast—Shiu " 18

" Breast—Ngau Lam 18

" Soup, Tong Yuk 14

" Steak—Ngau Yuk Pa 18

" Serjion—Ngau Lau 26

" Sausages—Ngau Yuk Chung 26

Bullock's Brains—Know..... per set 9

" Tongue fresh—Ngau Li..... each 45

" corned—Ham Ngau Li..... 55

" Head—Ngau Tau 55

" Heart—Ngau Sum 9

" Hump, Salt—Ngau Kin..... 14

" Feet—Ngau Kerk..... each 8

" Kidneys—Ngau Yiu..... 16

" Tail—Ngau Mei 16

" Liver—Ngau Con..... 9

" Tripe (undressed)—Ngau To..... 5

Calves' Head and Feet—Ngau-chai-tau-keok..... set 75

Mutton Chop—Yeung Pai Kw..... 24

" Leg—Yeung Pei 24

" Shoulder—Yeung Shau 22

Pigs' Chitlings—Chi cheong 16

" Brains—Chi Know..... per set 2

" Feet—Chi Kerk 12

" Fry—Chi Chak 12

" Head—Chi Tau 15

" Heart—Chi Sum..... each 8

" Kidneys—Chi Yiu..... pair 7

" Liver—Chi Kon..... 24

Pork Chop—Chi Pai Kwat 23

" Corned—Ham Chu Yuk 24

" Leg—Chu Pei 24

" Fat or Lard—Chu Yau 18

Sheeps' Head and Feet—Yeung Tau 18

Keok..... set 50

" Heart—Yeung Sum..... each 6

" Kidney—Yeung Yiu 10

" Liver—Yeung Con..... 22

Sucking Pigs, 10 Order—Chu Chai 16

Suet, Beef—Sang Ngau Yau 17

" Mutton—Sang Yeung Yau 23

Veal—Ngau Chai Yuk 18

" Sausages—Ngau Chai Yuk Tong 15

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Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD.

HONGKONG.

CABLE ADDRESS.—Telegraph, Hongkong.

THE leading English Newspaper in China
Also widely circulated in Japan, Ceylon,
China, Ceylon, India and the Far East
generally.

A daily newspaper with weekly edition
published for despatch by the homeward mail
The daily is recommended as more generally
suitable, except for subscribers in Europe or
America.

A special feature is made of full and accurate
reports of local occurrences, and of matters
of general interest.

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best
medium for advertising in China. It circulates
largely among all classes of the community,
is the largest daily newspaper and has a
wider circulation than any journal in the Far
East.

Special attention given to effectively displaying
advertisements.

The type used as a standard for setting
advertisements is similar to this, unless we are
instructed to display the advertisement, when
any effective style of type will be adopted.
This standard runs exactly eight lines to the
inch, and about eight words to the line.

ADVERTISEMENT RATES.

(per inch.)

One week.....	5 2/3
One month.....	20 0/0
Two months.....	38 0/0
Three months.....	55 0/0
Six months.....	100 0/0
Twelve months.....	175 0/0

No charge less than one dollar.

Discount allowed on—

3 Months Contracts.....	5 per cent.
6 " " " " " " " " " "	10 " "
12 " " " " " " " " " "	25 " "

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages.
\$1 each insertion in the Daily and Weekly

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements
can be ascertained from the Manager.

Advertisements for the Daily should reach
the Hongkong Telegraph Office not later than
noon of the day they are intended to appear.

Unless otherwise specified all advertisements
will be repeated and charged for until counter-
manded.

JOB PRINTING DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES.

PAMPHLETS.

CARDS.

CIRCULARS.

EXPRESSSES.

All job printing is done under European
supervision, well turned out, free from errors,
and remarkably cheap at

THE HONGKONG TELEGRAPH

OFFICE.

Estimates given for all classes of work on
application to

THE MANAGER.

HONGKONG TELEGRAPH CO., LD.

1, Ice House Road,
Hongkong.

Shipping.

Trilos, Gen. s.s., 1,033, H. Kraft, 25th July,—
Swatow 24th July, Gen.—O. S. K.
Progress, Gen. s.s., 867, F. Bremer, 25th July,
Swatow 24th July, Gen.—S. & Co.
Mathilde, Gen. s.s., 875, G. Schlaikier, 25th
July,—Touzon 21st July, and Hoibow 24th,
Gen.—J. & Co.
Empress of China, Br. s.s., 3,046, E. Beetham,
R.N.R., 26th July,—Vancouver, N.C., 4th
July, and Shanghai 23rd, Mails and Gen.—
C. P. R. Co.
Edendale, Br. s.s., 717, Moss, 26th July,—
Sourabaya 16th July, Sugar.—Master.
Ruth, Nor. s.s., 2,329, Thos. Helliesen, 26th
July,—Mojoi 19th July, Coal.—M. B. K.
Ajax, Br. s.s., 4,477, H. E. Batt, 26th July,—
Singapore 21st July, Gen.—B. & S.
Yawata Maru, Jap. s.s., 2,366, A. E. Moses,
26th July,—Nagasaki 22nd July, Clock,
Watches and Gen.—N. Y. K.

Clearances at the Harbour Office.
Hongkong, for West River.
Tak Hing, for West River.
Kaifong, for Cebu.
Charles Hardoin, for Canton.
Gogovale, for Sasebo.
Wingchai, for Macao.
Hangsang, for Shanghai.
Mathilda, for Kutchinotzu.
Sishan, for Hongkong.
Opland, for Kobe.
Trilos, for Swatow.
Kwongchow, for Canton.
Hailong, for Swatow.
Holtain, for West River.
Avrillon, for Singapore.
Taisan, for Ningpo.
Mathilde, for Swatow.
Carl Diederichsen, for Hoibow.
Madeline Rickmers, for Swatow.

July 26.

Tonkin, for Europe.
Hailong, for Coast Ports.
Dorcas, for Kudat.
Tylafish, for Shanghai.
Inkum, for Sasebo.
Tyr, for Canton.
Loongmoon, for Canton.
E. tang, for Canton.
Kwongtang, for Canton.
Hark Ho, for Canton.
Avrillon, for Calcutta.
Gaga, for Rajang.
Gogovale, for Sasebo.

Passengers arrived.

Per Ajax, from Singapore—100 Chinese.
Per Empress of China, from Vancouver—Dr.
Fred. E. Sontern, and Mr. H. Hursthouse.
From Yokohama—Mrs. R. H. Davis and maid,
Mr. and Mrs. H. Bent, Messrs. S. T. Wenborn,
J. P. Anderson, J. Putnam, Mrs. and Miss
Wolfson, Lieut. Craig, Mr. P. Ashfield, Col.
Kolbecke, and Mrs. R. Smith. From Kobe—
Mrs. W. D. Graham. From Shanghai—Mr.
E. F. Spethmann, Capt. H. S. Whipple, Dr. R.
T. Oliver, Messrs. C. W. Mead, A. C. Bougion,
and 154 Chinese.

Per Tourane, for Hongkong from Marseilles
—Mrs. Block and children, Mrs. Anna Delette,
Messrs. Jules Block and Guerin. From Singa-
pore—Mr. J. K. Moir. From Saigon—Mrs.
Joanna Gonsalves, and Mrs. Valentine dos
Postos. For Shanghai from Marseilles—Mrs.
Marie Valmier and infant, Messrs. Tiburne
Chant, Paul Le Becq, T. M. Reid, Szwewyck,
Medon, Deutschmann, Giamarchi, Moniot,
Welfe, Chazet, Vandecastel, Ostrow Rosopoff,
Hequet, Coup, Laribe, Agha Mohamed Achimi,
Derouzier, Narpon, Bouzard and Rappart. From
Port Said—Mr. Dimitri. From Colombo—
Messrs. G. Cavadas and G. Veropoulos.
From Singapore—Mrs. G. Kiedermann, Mrs.
R. Haim, Miss R. Zilbermann, Messrs. Stelios
Madridis, Struk Balzer, Peter Killatis and J.
Agram. From Saigon—Mr. Glis Jean. For
Kobe from Singapore—Mrs. Ruegg and
infant, Mr. and Mrs. Ed. Baron, Dr. Nagasaki,
Messrs. Adam, de Reinach Iderth, Ruegg,
Ishigami, Smetvan Serbergher, Solter and Bol-
covich. From Colombo—Messrs. K. S. Makija
and I. J. Goba.

Per Tonkin, for Hongkong from Kobe—
Messrs. J. Gomes and George Leroy. From
Shanghai—Mrs. Marie Basset, Messrs. E. S.
Petersen, M. Menier, Roudon, Ch. Fdlin,
Glaska and Waniell. For Saigon from Shang-
hai—Mr. and Mrs. Oberguin and infant, Messrs.
Silvia Edouard and Macondo. For Singapore
from Kobe—Messrs. E. Y. Augulla, I. H. Patel
and R. Gami. For Colombo from Yokohama
—Capt. Barron. For Bombay from Kobe—
Messrs. A. Joshi and J. Bhat. From Yokohama
—Mr. Gust. Baron and Dr. Baron. For Port
Said from Shanghai—Mr. N. B. Manoussou. For
Marseilles from Kobe—Capt. Nalfian Alsen,
Messrs. Benettrite, Noyhammer, Hans Eide,
Jensen, Aden Thomsen, Lassen, H. Abraham-
sen, Larsen Carlsen, Michelsen, Theodore
Baile, J. Jensen, Matsumason, P. Hausten, F.
Andersen, P. Petersen, H. Buhl and H. Larsen.
From Shanghai—Mrs. Pasquier, Mrs. Cooper,
Miss Lower, Sisters Th. Willis and M. Erwin,
Messrs. Dufloy, Bolahay, Reckel, R. Imbert,
Rideau, Oron Georges, Jean, de Freystreit,
Enry, Mayel, Robigny, Gaudelin, de Carasale
du Pont, Albert Lambert, Cardot, Robert J.
Pentidine, Dupuy, F. H. Ensigner, W. H. B.
Black, J. W. Wren, H. J. Abbey, H. W. Smith,
J. Johnston, J. Hardie, J. Scobe, Thos. Salter,
J. W. Page, J. Macaulay, Le Honore, Laloup,
Tisserand Cloutier, Waton, Riquier, Bonnet,
Domenicotte, Fournier, Neil Levy, Kermarrec,
Mevel, Le Breton, Gaillard, Girondet, Heily,
Guichard, Toullec, Tardien, Labellier, Trehoet,
Leps, Grain, Cor Vez, Melo, Leid Pierre,
Tomliier, Justois, Le Guillon, Gonerly, Lucast,
Cabot, Baes, Dartheay, Pegel, Pinand Joseph
and Boncet.

Per Yawata Maru, from Japan for Hong-
kong—Messrs. B. Mori, D. Tote, A. Stern,
and S. Utiyawa and baby, 15 Japanese, and
40 Chinese. For Manila—Dr. D. Moore, Capt.
C. Collins, Messrs. T. Miroshi, W. L. Shelton,
Antonio Villalaz, Manuel Gonzan, and 36
Japanese. For Thursday Island—Dr. T. Ito.
For Sydney—Mr. H. Studholme.

Passengers departed.

Per Tourane, for Shanghai—Messrs. H. T.
Stapleton, Berdiki, Pettitmont, Oodhondass
Lilam, Mrs. Rose Rush, Messrs. B. Gorwitsch,
Paul Rob. Otto Rochne, F. Loria, Dubois,
Rev. Nazianze, Mrs. Rose, and Mr. R. L. Mats.
For Kobe—Messrs. F. B. E. Land, H. F.
Danke, S. J. Perry, Hiranand, B. Yoshita, M.
Imami, Mr. and Mrs. Ng and 2 children, and
Mr. Ladhama. For Yokohama—Mr. and
Mrs. Wilkie, Mrs. Genesio Acale and child.

Shipping Report.

Str. Loongang from Manila—Light moon,
fine and clear weather.

Str. Ajax from Singapore—Light moon,
clear weather, sea smooth.

Str. Edendale from Sourabaya—Light
moderate winds, direction variable.

Str. Zafro from Manila—Light S.W. breeze,
smooth seas, and fine clear weather.

Vessels in Port.

STEAMERS.

Ascol, Br. s.s., 2,467, Cox, 21st July,—Mojoi 14th
July, Ballast.—D. & Co., Ltd.
Haron Gordon, Br. s.s., 2,703, J. M. Crocker,
22nd July,—Mojoi 15th July, Coal.—B. &
Co.
Carl Diederichsen, Ger. s.s., 774, H. Schlaikier,
25th July,—Haiphong 22nd July, and
Hoibow 24th, Gen.—J. & Co.
Coningsby, Br. s.s., 2,158, Topp, 21st July,—
Mojoi 13th July, Coal.—B. & Co.

Coptic, Br. s.s., 2,744, F. H. Armstrong, R.N.R.,
22nd July,—San Francisco 22nd June,
Honolulu 29th, Yokohama 12th July, Kobe
15th, Nagasaki 16th, and Shanghai 18th,
Mails and Gen.—O. & S. S. Co.
Dagmar, Ger. s.s., 950, C. Gosewisch, 14th
July,—Canton 13th July, Gen.—M. & Co.
Derima, Ger. s.s., 794, C. Christiansen, 24th
July,—Canton 23rd July, Gen.—S. W. &
Co.

Empire, Br. s.s., 4,500, P. T. Helms, 24th
July,—Sydney via Port and Manila 22nd
July, Gen.—G. L. & Co.
Gregory Ancar, Br. s.s., 2,967, J. G. Olifent,
24th July,—Calcutta 9th July, via Penang
and Singapore 20th, Gen.—D. S. & Co.,
Ltd.
Kemes, Br. s.s., 2,303, Foogher, 24th July,—
Cardiff 8th July, Coal.—Order.

Kensington, Br. s.s., 2,447, Dower, 14th July,—
Callao via Panama and Yokohama 24th
May, Gen.—Order.
Laertes, Br. s.s., 1,347, J. B. Jackson, 20th July,
—Saigon 16th July, Rice and Meal—
Chinese.
Legazi, Am. s.s., 564, D. Yribar, 23rd July,—
Manila 19th July, Ballast.—Barretto & Co.
Loongsang, Br. s.s., 1,092, G. S. Weigall, 25th
July,—Manila 22nd July, Gen.—J. M. &
Co.

Madeline Rickmers, Ger. s.s., 1,020, L.
Görcken, 20th July,—Bangkok 14th July,
Rice.—B. & S.
Mathilda, Nor. s.s., 2,230, H. Taarvig, 21st
July,—Kutchinotzu 15th July, Coal.—M.
B. K.
Medan, Ger. s.s., 746, O. Stöberg, 22nd July,—
from Caroline Island. Copra and Gen.—S.
& Co.

Orange, Nor. s.s., 1,001, Joh. Dannevig, 26th
July,—Bangkok 17th July, Rice.—S. W.
& Co.
Prometheus, Nor. s.s., 1,024, H. Lersbryggen,
24th July,—Bangkok 17th July, Rice—
Yuen Fat Hong.

Putiala, Br. s.s., 2,129, F. Willis, 24th July,—
Rangoon 9th July, Gen.—J. M. & Co.
Quang Nam, Fr. s.s., 710, V. Jean, 15th July,—
Saigon 10th July, Rice and Gen.—B. &
Co.
Sark, Nor. s.s., 2,303, Hansen, 19th July,—
Nerfok 20th April, and Singapore 12th
July, Coal.—S. T. & Co.
Sikh, Br. s.s., 3,116, James Rowley, 5th July,—
New York 4th May, Gen. and Case Oil—
D. & Co., Ltd.

Taifu, Ger. s.s., 1,083, C. Ulberfeldt, 21st July,—
Mauritius 28th June, Gen.—E. A. T. Co.
Taishan, Br. s.s., 1,174, J. Jenkins, 21st July,—
Bangkok 14th July, Gen.—B. & Co.
Taiwan, Br. s.s., 1,109, H. Harder, 25th July,—
Canton 24th July, Gen.—B. & S.
Taming, Br. s.s., 1,325, Pennesfether, 23rd July,—
Manila 20th July, Gen.—B. & S.

Tartar, Br. s.s., 4,415, F. W. Evans, R.N.R.,
25th July,—Vancouver via Japan 27th
June, Gen.—C. P. R. Co.
Tweeddale, Br. s.s., 2,873, T. Milne, 25th July,—
Durban 25th June, Ballast.—G. L. & Co.
Vatshing, Br. s.s., 1,421, T. Sellar, 21st July,—
Sourabaya 8th July, and Samarang 13th,
Sugar.—J. M. & Co.
Veddo, Br. s.s., 2,074, Baird, 21st July,—Barry
15th May, and Singapore 15th July, Coal—
D. & Co., Ltd.

Zafro, Br. s.s., 1,661, Rodgers, 25th July,—
Manila 23rd July, Gen.—S. T. & Co.

SAILING VESSELS.

Eclipse, Br. ship, 2,978, J. McBrady, 10th May,—
New York 10th Dec., 1903, Case Oil—
S. O. Co.
E. B. Sutton, Am. ship, 1,639, Johnson, 19th
July,—Chefoo 20th June, Ballast.—Order.
Kentmere, Br. bq., 2,334, Burch, 14th June,—
New York 29th Jan., Kerosine.—S. O. Co.
Maria Le. Ital. bq., 1,118, D. Urso, 9th April,
—Freemantle 7th Feb., Sandalwood—
Order.
Trongate, Br. bq., 949, A. Hutton, 28th May,—
Freemantle 23rd May, Sandalwood—
Gilman & Co.
Vale of Doon, Sarawak bq., 669, J. Petersen,
22nd June,—Rajang, (N.W. Borneo) 6th
June, Timber.—S. W. & Co.

Steamers Expected.

Vessels	From	Agents	Due
Bucantaur	Mojoi	N. Y. K.	July 27
Andalusia	Singapore	H. A. L.	July 28
Nubia	Singapore	P. & O. Co.	July 29
Benavrich	Singapore	G. L. & Co.	July 29
Laissang	Singapore	J. M. & Co.	Aug. 2
P. R. Luitpold	Japan	M. & Co.	Aug. 2
Prinz Heinrich	Colombo	M. & Co.	Aug. 2
Arabia	Portland	P. & Co.	Aug. 2
Korea	San Francisco	P. & Co.	Aug. 8
Gaelic	San Francisco	O. & Co.	Aug. 18

Hongkong & Whampoa Dock Returns.

Vessels	From	Agents	Due
U.S.S. Pathfinder	at Kowloon Dock.		
Shanghai	"	"	"
Dagmar	"	"	"
Loongsang	"	"	"
H.M.S. Hart	"	Cosmopolitan	"
H.M.S. Otter	"	"	"
Glenfalloch	"	Aberdeen	"

Ships Passed The Canal.

Outward—1st June—Germanicus, Stam,
Indrawadi, 4th June—Silvia, 10th June—
Yuma, 18th June—Rhein, 25th June—Venus,
28th June—Gerassio, Andalusia, 6th July—
Glenish, Merionethshire, Rotherham, Salton,
Jamaica, Austria, Ralko, 8th July—Dragomir,
Mentaur, Malacca, 12th July—Sambha, Margul,
Prinz Heinrich, 15th July—Sambha, Margul,
Baguheim, Arment, Glawus, Scandia, 20th
July—Ataka, Brethel, 23rd July—Albino,
Formosa, Tienkai, Idonensis, Rannoor,
Rastila.

Homeward—15th July—Pera, Polynesian,
Pak Ling, 20th July—Zelen, 23rd July—
Benmohr.

Arrivals at Home—15th July—Alchana,
Olanburg, Promisheus, Australia, 20th
July—Glanturret, Sackin, 23rd July—Mar-
burg, Drutalon.

Post Office.

A Mail will close for—

Canton—Per Kinsman, 27th July, 7.30 A.M.
Hoibow and Haiphong—Per Carl Diederich-
sen, 27th July, 8 A.M.
Swatow, Amoy and Anping—Per Tritos,
27th July, 9 A.M.
Saigon—Per Laertes, 27th July, 9 A.M.
Macao—Per Hongkong, 27th July, 1.15 P.M.
Manila—Per Taming, 27th July, 4 P.M.
Chefoo and Newchwang—Per Decima, 27th
July, 5 P.M.

Amoy, Straits and Rangoon—Per Puttala,
27th July, 5 P.M.
Canton—Per Fatshan, 27th July, 5 P.M.
Nantao—Per Taichun, 27th July, 5 P.M.
Sanbue—Per Hoi Fu, 27th July, 5 P.M.
Macao—Per Wingchai, 27th July, 5 P.M.
Kongmoon, Kumchuk and Samsui—Per
Tak Hing, 27th July, 5 P.M.

Canton—Per Putan, 28th July, 7.30 A.M.
Swatow, Wei-hai-wei, Chefoo and Tientsin—
Per Kanta, 28th July, 11 A.M.
Macao—Per Hongkong, 28th July, 1.15 P.M.
Shanghai—Per Woonung, 28th July, 4 P.M.
Canton—Per Honam, 28th July, 5 P.M.
Nantao—Per Taichun, 28th July, 5 P.M.
Sanbue—Per Hoi Fu, 28th July, 5 P.M.
Macao—Per Wingchai, 28th July, 5 P.M.
Canton—Per Fatshan, 29th July, 7.30 A.M.
Macao—Per Hongkong, 29th July, 12.15 P.M.
Manila—Per Loongsang, 29th July, 3 P.M.

Manila, Port Darwin, Thursday Island,
Cooktown, Cairns, Townsville, Brisbane,
and Melbourne—Per Yawata Maru, 29th July,
3 P.M.
Nantao—Per Taichun, 29th July, 5 P.M.
Sanbue—Per Hoi Fu, 29th July, 5 P.M.
Macao—Per Wingchai, 29th July, 5 P.M.
Canton—Per Honam, 30th July, 7.30 A.M.
Nantao—Per Taichun, 30th July, 9 A.M.
Manila—Per Zafro, 30th July, 9 A.M.
Thursday Island, Cooktown, Cairns, Towns-
ville, Brisbane, Sydney and Melbourne—Per
Taiyuan, 30th July, 10 A.M.

Europe, &c., India, via Tuticorin—Per
Ballarat, 30th July, 11 A.M.
Nantao—Per Taichun, 30th July, 5 P.M.
Sanbue—Per Hoi Fu, 30th July, 5 P.M.
Macao—Per Wingchai, 30th July, 5 P.M.
Canton—Per Kinsman, 31st July, 9 A.M.
Nantao—Per Taichun, 31st July, 9 A.M.
Sanbue—Per Hoi Fu, 31st July, 9 A.M.
Macao—Per Wingchai, 31st July, 9 A.M.
Macao, Amoy, Shanghai, Nagasaki, Kobe,
Yokohama, Honolulu and San Francisco—Per
Coptic, 31st July, 9 P.M.

Shanghai, Nagasaki, Kobe, Yokohama,
Victoria and Vancouver, B.C.—Per Empress
of China, 31st Aug., 10.45 A.M.
Europe, &c., India, via Tuticorin—Per
P. R. Luitpold, 31st Aug., 11 A.M.
Manila—Per Ruit, 6th Aug., 9 A.M.
Shanghai, Nagasaki, Kobe, Yokohama,
Victoria and Vancouver, B.C.—Per Tartar,
10th Aug., 11 A.M.

Books containing—
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Cronin, John.
Eyre, Mr. and Mrs. H.
Ezekiel, P. M.
Helm, E. B.
Howard, E.
Jackson, T. B.
Menashih, R.
Newborn, R. H.
Reeves, Miss.
Robinson, Capt. W. R.
Templeman, C.
Webb-Bowen, M.
Wright, T.

THOMAS.
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Chun Jock.
Coomb, L. M.
Duncan, L. W.
Economone, D. S.
Freeman, O. L.
Hains, Mr. & Mrs. J. J.
Hickman, C. S.
Hilberman, B.
Hough, Dr.
Lau Shiu Nam.
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Malta, J. B. K.
Mannin, S.
Ne Shiu Chun.
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Whilly, Mr.
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Anderson, W. M.
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Bahr, Mr. and Mrs. and
child
Beard, B. A.
Beattie, R. B.
Bingham, Mr. & Mrs.
T. E. and child
Birbeck, R. J.
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Bissell, W. S.
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Clarke, T.
Connell, J. J.
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Cruse, A. S.
Cumine, H. R.
Cunningham, G.
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Graham, W. D.
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Staeger, O.
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M. J. D.
Vaughan, H. S.
Wolven, Dr. F. Homer
Wolven, Mrs. F.

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THE Steamship

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Captain C. R. Longden, R.N.R., carrying His
Majesty's Mails, will be despatched from this
for BOMBAY, on SATURDAY, the 30th July,
at Noon, taking Passengers and Cargo for the
above Ports in connection with the Company's
S.S. *Egypt*, 7,912 tons, from Colombo,
Passengers' accommodation in which vessel is
secured before departure from Hongkong.

Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. *Arabia*
due in London on the 12th September.

Parcels will be received at this Office until 4
p.m. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 16th July, 1904.

NORTHERN PACIFIC LINE.

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Steamers.	Tons.	Captains.	Sailing.
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<i>Shawmut</i>	9,606	W. M. Smith	Sept. 1
<i>Tremont</i>	9,606	T. W. Garlick	Oct. 1
<i>Shawmut</i>	9,606	W. M. Smith	Oct. 1
<i>Tremont</i>	9,606	T. W. Garlick	Oct. 1
<i>Lyra</i>	4,417	G. V. Williams	Oct. 1

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Hongkong, 26th July, 1904.

Consignees.

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PREUSSEN,"

of the NORDDEUTSCHER LLOYD,
having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the Godowns
of the Hongkong and Kowloon Wharf and
Godown Company, Limited, Kowloon, whence
delivery may be obtained.

Optional Cargo will be forwarded, unless
notice to the contrary be given before 1 P.M.,
TO-DAY.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 27th inst., will be subject
to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on WEDNESDAY, the 27th inst., at
9.30 A.M.

All Claims must reach us before the 1st
of August, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the
Undersigned.

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

Agents.

Hongkong, 20th July, 1904.

Consignees.

S.S. "TOURANE"

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s.
Memphis and *Crinide* from Havre ex s.s.
Memphis and *Charente* from Bordeaux ex s.s.
Ville de Celles, in connection with above Steamer,
are hereby informed that their Goods, with
the exception of Opium, Treasure and Valua-
bles, are being landed and stored at their
risk into the Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Limited, at
Kowloon, whence delivery may be obtained
immediately after landing.

Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before Noon, TO-DAY, requesting it to be
landed here.

Bills of Lading will be countersigned by the
Undersigned. Goods remaining unclaimed
after TUESDAY, the 2nd August, at Noon, will
be subject to rent and landing charges.

All claims must be sent in to me on or before
the 2nd August, or they will not be recognised.

All damaged packages will be examined on
TUESDAY, the 2nd August, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,

Agent.

Hongkong, 25th July, 1904.

BRITISH-INDIA STEAM NAVIGATION
COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM RANGOON AND STRAITS.

THE Company's Steamship

"PUTIALA,"

having arrived from the above Ports, Consignees
of Cargo are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
goods are landed.

Goods not cleared by the 30th instant, at
4 P.M., will be subject to rent.

No Fire Insurance will be effected by us in
any case whatever.

All damaged packages must be left in the
Godowns, and a certificate of the damage
obtained from the Godown Company within
ten days after the vessel's arrival here, after
which no claims will be recognised.

JARDINE, MATHESON & Co.,

Agents.

Hongkong, 25th July, 1904.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND

SINGAPORE.

THE Steamship

"GREGORY APCAR,"

having arrived from the above Ports, Consignees
of Cargo are hereby informed that their Goods
will be delivered from alongside.

Cargo impeding the discharge will be landed
at once, at Consignees' risk and expense.

Cargo remaining on board after the 27th
inst., at 4 P.M., will be landed at Consignees'
risk and expense into the Godowns of the
Hongkong and Kowloon Wharf and Godown
Co., Limited.

Consignees of Cargo from SINGAPORE and
PENANG are requested to take IMMEDIATE
DELIVERY of their Goods from alongside,
such Cargo impeding the discharge of the vessel
will be landed and stored at Consignees' risk and
expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the
Undersigned.

DAVID SASSOON & Co., LIMITED,

Agents.

Hongkong, 25th July, 1904.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"JAVA,"

FROM ANTWERP, LONDON, PORT

SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
Goods are landed.

This vessel brings on Cargo—

From London, &c., ex S.S. *Oceania*.

Optional Goods will be landed here unless
instructions are given to the contrary before
2 P.M. TO-DAY.

Goods not cleared by the 27th instant, at
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged Packages must be left in the
Godowns for examination by the Consignees' and
the Company's representative at an ap-
pointed hour.

All claims must be presented within ten days
of the steamer's arrival here after which date
they cannot be recognised.

No claims will be admitted after the Goods
have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 21st July, 1904.

OCCIDENTAL AND ORIENTAL

STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"COPTIC."

The above Steamer having arrived, Consignees
of Cargo are hereby requested to send in their
Bills of Lading for countersignature, and to
take immediate delivery of their Goods from
alongside.

Cargo impeding discharge and undelivered
by TUESDAY, the 26th instant, at 5 P.M.,
will be landed and stored at Consignees' risk
and expense.

No Fire Insurance will be effected.

E. W. TILDEN,

Agent.

Hongkong, 22nd July, 1904.

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & FORTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$10,000,000	\$1,417,366	Div. of £1.10/- and bonus of 10/- @ exchange 1/8/- = \$22.994 for half-year ending 31.12.1903	6 1/2 %	\$66 1/2 buyers
National Bank of China, Limited.	4,453	£10	£8	\$250,000	\$21,668	\$2 (London 3/8) for 1903	5 1/2 %	London 3/8 buyers
Do. (Founders)	750	£1	£1	\$175,533		None		\$10
MARINE INSURANCES.								
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,750,000	\$1,959,926	\$32 for 1902	5 1/2 %	\$545 sellers
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$569,143	Nil	\$4 for year ended 30.4.1903	6 1/2 %	\$65
North China Insurance Company, Limited	10,000	£15	£5	\$784,415	Tls. 271,589	Final of £1 making £2 for 1902		Tls. 67 1/2
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$900,872	\$486,284	\$12 for 1902	9 1/2 %	\$130
Canton Insurance Office, Limited	10,000	\$250	\$50	\$900,000	\$110,551	\$15 for 1902	7 %	\$208 sales
FIRE INSURANCES.								
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,700,288	\$371,110	\$22 1/2 for 1902	7 1/2 %	\$310 buyers
China Fire Insurance Company, Limited	20,000	\$100	\$10	\$1,000,000	\$329,047	\$6 dividend & \$1 bonus for 1902	8 %	\$88
SHIPPING, TUG AND CARGO BOATS.								
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$250,000	\$41,538	\$2 1/2 for second half-year 1903	10 1/2 %	\$30
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	\$250,000	£5,853	10/- for 1903	5 %	\$105 sellers
China and Manila Steamship Company, Limited	30,000	\$50	\$50	none	Dr. \$63,123	\$5 for 1900		\$25 1/2 buyers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$5,000	Nil	\$3 for year ended 30.6.1903	8 1/2 %	\$35 buyers
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$80,015	\$1,287	\$7.80 & b. 40 cts } for year ending 30.4.04 \$0.90 & b. 20 cts }	6 1/2 %	\$36 buyers
Straits Steamship Company, Limited	5,000	\$100	\$100	\$15,093	\$33,648	\$5 for 2nd 1/2-year making \$13 for 1903	8 1/2 %	\$155 buyers
"Shell" Transport and Trading Company, Limited	200,000	£1	£1	\$400,000	£19,555	Interim of 1/- (Coupon No. 4) for 1903	4 %	25/6 sellers
Taku Tug and Lighter Company, Limited	30,000	T.Tls. 50	T.Tls. 50	\$12,755	Tls. 865	Final of Tls. 1 making Tls. 2 for 1903	6 %	Tls. 35 sellers
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	none	Tls. 55,541	Final of Tls. 2 1/2 making Tls. 4 1/2	9 1/2 %	Tls. 48 sellers
Do. (Preference)	100,000			none			7 1/2 %	Tls. 47 sellers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	none	Dr. \$147,717	Final of \$7 making \$12 for 1901		\$185
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$73,905	\$5 for 1897		\$9 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,456	Tls. 2 1/2 for year ending 30.9.03	4 1/2 %	Tls. 60
MINING.								
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	Fcs. 251,337	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903		\$490
Raub Australian Gold Mining Company, Limited	150,000	£1	£1	Fcs. 1,529,652	Dr. £7,236	No. 12 of 1/-		\$8 sellers
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£20,000	£6,671	No. 2 of 1/-		Tls. 7 1/2
DOCKS, WHARVES & GODOWNS.								
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$17,500	\$425,340	\$6 dividend and \$1 bonus for second half year 1903	6 1/2 %	\$218 1/2 buyers
S. C. Farnham, Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	Tls. 900,000	Tls. 48,153	Tls. 7 final = Tls. 12 for year end. 30.4.04	8 1/2 %	Tls. 140 buyers
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	\$1,950,000	\$43,732	\$6 for 2nd half year 1903	4 1/2 %	\$245 buyers
Riley Hargreaves & Co., Limited	6,000	\$100	\$100	\$150,000	\$40,936	\$10 div. and \$2 1/2 bonus } for 1903	4 1/2 %	\$200 buyers
Do. (Preference)	2,750	\$100	\$100	\$150,000	\$29,926	\$7 dividend	6 1/2 %	\$110 buyers
Howarth Erskine, Limited	12,000	\$100	\$100	\$150,000	\$28,015	\$10 div. & \$2 1/2 bonus for 1902/3	6 %	\$210 buyers
Hongkong & Kowloon Wharf and Godown, Co., Ltd.	30,000	\$50	\$50	\$50,989		Final of \$2 1/2 making \$5 for 1903	4 1/2 %	\$112
Shanghai and Hongkew Wharf Company	20,000	Tls. 100	Tls. 100	Tls. 487,210	Tls. 22,895	Final of Tls. 6 making Tls. 11 for 1903	7 1/2 %	Tls. 150 buyers
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 50,913	Tls. 1,760	Tls. 18 for 1903	9 1/2 %	Tls. 187 1/2 sellers
New Amoy Dock Company, Limited	6,000	\$60	\$60	Tls. 6,000	\$489	\$1 1/2 for 1903	4 1/2 %	\$27 1/2
LANDS, HOTELS & BUILDING.								
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$500,000	\$51,966	Final of \$6 making \$12 for 1903	7 1/2 %	\$158 sellers
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 800,000	Tls. 37,634	Interim of Tls. 3 for 1904	7 1/2 %	Tls. 112 sales
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	Tls. 150,000	Tls. 335	Final of Tls. 5 making in all Tls. 9 for 1903	7 1/2 %	Tls. 125 sales
China Land and Finance Company, Limited	6,000	Tls. 50	Tls. 50	none		Interim of Tls. 2	7 1/2 %	Tls. 55
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$636	\$2.60 for 1903	7 1/2 %	\$38 buyers
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	none	Tls. 5,150	None	5 1/2 %	Tls. 10
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,362	Final of 1.70 making \$3 20 for 1903	5 1/2 %	\$60
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$100,000	\$3,161	\$5 for second half-year 1903	7 1/2 %	\$134 buyers
Astor House Hotel, Limited (Tientsin)	2,000	T.Tls. 50	T.Tls. 50	\$10,771	Tls. 655	Final of Tls. 4 making Tls. 9 for 1903	6 %	Tls. 150 sellers
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	\$20,000	\$16,501	\$2 1/2 for year ended 30.6.30	7 1/2 %	\$34 sellers
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 13,986	Tls. 680	Tls. 0.87 1/2 for the year ending 31.3.1904	7 %	Tls. 12 1/2 sales
Queen's Hotel (Wei-hai-wei)	9,000	Tls. 25	Tls. 25	none		First year	12 1/2 %	Tls. 25
Tientsin Hotel, Limited (in liquidation)	600	\$20	\$20	none	\$1,989	\$5 for the year ending 28.2.1903	12 1/2 %	\$40
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none	Dr. Tls. 2,132	Interim of Tls. 3 1/2		Tls. 45 sellers
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$200,607	\$99,177	90 cents for 1903	7 1/2 %	\$12 1/2 buyers
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ended 31.10.1903	12 1/2 %	Tls. 30
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 30,098	Tls. 88,034	Interim of 3 % a/c 1898		Tls. 25 buyers
Lao-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 15,500	Interim of 4 % a/c 1898 on 6,000 shares		Tls. 3 1/2 sellers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 5,618	Tls. 26,389	4 % for 1897		Tls. 160
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$0	\$10	none	\$11,121	Final of 60 cents making \$1 for the year ending 31.7.03	6 1/2 %	\$14 1/2 sellers
CIGARS AND TOBACCO COS.								
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820	Tls. 1,091	Final of Tls. 3 making Tls. 6	8 1/2 %	Tls. 70 sellers
Alhambra, Limited	300	\$200	\$200	Tls. 25,000	\$57	\$125 for year ending 30.6.1900		\$150 sellers
Philippine Company, Limited	67,500	\$10	\$10			First year		\$9 1/2
MISCELLANEOUS.								
Green Island Cement Company, Limited	100,000	\$10	\$10	\$350,000	\$32,115	\$1.50 for 1903	5 %	\$30 sales
China-Borneo Company, Limited	60,000	\$12	\$12	none	Nil	60 cents for 1903	6 %	\$10 1/2 sellers
A. S. Watson & Co., Limited	60,000	\$10	\$10	\$250,000	\$2,883	Final of 50 cents making \$1 for 1903	7 1/2 %	\$14 buyers
Watkins, Limited	10,000	\$10	\$10	\$4,802	\$1,042	\$1 for 1903	13 1/2 %	\$7 1/2 buyers
Singapore Dispensary, Limited	600	\$50	\$50	\$6,000	\$800	\$5 for year ended 31.7.1903	7 %	\$70
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$5,000	\$1,171	80 cents for 1903	8 1/2 %	\$9 1/2
Hongkong Electric Company, Limited	30,000	\$10	\$10	none	\$1,747	\$10.00 } for year ending 30.4.1904	6 %	\$14 buyers
Hongkong & China Gas Company, Limited	7,000	£10	£10	£21,815	£7,387	\$10.00 } for year ending 30.4.1904	6 %	\$160 buyers
Shanghai Gas Company, Limited	10,666	Tls. 50	Tls. 50	Tls. 100,000	Tls. 7,548	\$1 div. and 2/- bonus for 1902	8 1/2 %	Tls. 100 buyers
Shanghai Waterworks Company, Limited	7,200	£20	£20	Tls. 108,172	Tls. 7,367	Final of Tls. 3 1/2 for 1903	7 1/2 %	Tls. 390 buyers
Tientsin Waterworks Company, Limited	2,000	T.Tls. 100	T.Tls. 100	Tls. 15,259	Tls. 677	Final of 37/6 making 52/6 for 1903	0 %	Tls. 135
Tientsin Native City Waterworks Company, Ltd.	2,941	Tls. 100	Tls. 100	none	Tls. 413	Final of Tls. 4 making Tls. 8 for 1903/4		T.Tls. 130 sellers
Hall & Holtz, Limited	21,000	\$20	\$20	\$188,000	\$1,3104	Tls. 2 for half year	12 %	\$29 1/2 buyers
Lane, Crawford & Co., Limited (Shanghai)	2,500	\$100	\$100	none	\$21,484	Final of \$7 making \$3 1/2 for year end. 29.2.04	9 1/2 %	\$130 buyers
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$50	\$50	\$50,000	\$8,395	Final of \$1 making \$12 for year end. 29.2.04	7 1/2 %	\$140
Geo. Fenwick & Co., Limited	6,000	\$25	\$25	\$70,000	\$10,517	\$10 for 1903	7 1/2 %	\$48 sellers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$35,000	\$5,844	\$3.75 for 1903	7 1/2 %	\$230 sales
Straits Ice Company, Limited	2,000	\$100	\$100	\$45,000		Final of \$22 making \$10 for 1903	9 1/2 %	\$160 sales
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	\$30,000	\$4,283	\$7 1/2 for second half year 1903	7 1/2 %	\$280 buyers
Dairy Farm Company, Limited	10,000	\$7 1/2	\$6	\$20,000	\$3,620	\$20 for year ending 30.11.1903	6 1/2 %	\$20 buyers
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$5,500	\$690	\$1 1/2 for year ending 31.7.1903	8 1/2 %	\$37 buyers
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	none	£161	6d. per share for 1903	5 1/2 %	\$5 buyers
United Asbestos Oriental Agency, Limited	9,900	\$10	\$10	\$1,400	\$119	\$0 cents } for year ended 31.5.1903	14 1/2 %	\$10 buyers
Do. (Founders)	100	\$10	\$10			\$20.70		\$14 buyers
Tebrau Planting Company, Limited	20,000	\$5	\$5	none	Dr. \$42,551	None	8 %	\$10 buyers
Hongkong Steam Waterboat Company, Limited	7,500	\$10	\$10	none	\$1,548	Interim of 70 cents		\$94 buyers
China Light and Power Company, Limited	30,000	\$10	\$10	none	\$3,739	None		\$104 sales
William Powell, Limited	12,000	\$10	\$10	none	\$4,757	Interim of 50 cents for 1903/4	9 1/2 %	\$5
Steam Laundry Company, Limited	5,000	\$5	\$5	none		None		
Muatschajij tot Mijin-Bosch en Landbouwerij plaatje in Langkat	25,000	Gs. 100	Gs. 100	Tls. 334,669	Tls. 27,187	First quarterly of Tls. 10 paid 15.3.04	13 1/2 %	Tls. 300 buyers
Shanghai Horse Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	Tls. 11,143	Tls. 10,247	Second do. Tls. 10 " 15.3.04	7 %	Tls. 71 1/2 buyers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 45,000	Tls. 3,288	Tls. 5 for 1903	4 1/2 %	Tls. 124 ex div.
Central Stores, Limited	6,000	\$15	\$12	Tls. 10,000	Tls. 3,253	Interim of Tls. 6 for 1904	12 %	\$20 1/2 ex div.
Do. (Founders)	133			\$20,000	\$1,355	Interim of \$1.20 for 1904		\$100
Do. (New Issue)	24,000	\$15	\$7 1/2	none	First year	None	7 1/2 %	\$7 1/2 ex div.
E. L. Mondon, Limited	7,000	Tls. 50	Tls. 50	none	Tls. 3,505	Preferential of 7 per cent for 1904	12 1/2 %	Tls. 40 sellers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 3,505	Tls. 5 for 1902	9 1/2 %	Tls. 65 buyers
Katz Brothers, Limited	10,000	\$100	\$100	\$75,000		\$3 for 1903	9 1/2 %	\$135 buyers
Straits Trading Company, Limited	250,000	\$10	\$10	\$650,000	\$83,409	\$1 div. and 25 cents bonus for half year	8 %	\$46 sellers
Fraser and Neave, Limited	4,300	\$50	\$50	\$12,500	\$2,760	\$5 div. and \$1 1/2 bonus for 1903	8 %	\$95 buyers
Maynard and Company, Limited	3,400	\$10	\$10	none	\$803	\$2 for year ending 31.10.1903	8 %	\$26 sales
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	2,000	\$50	\$50			First year		\$50
South China Morning Post, Limited	6,000	\$25	\$25			First year		\$25